



MUNICIPALITY OF
PORT HOPE

ASSET MANAGEMENT PLAN – 2016

VERSION. 2.0

porthope.ca

| Version | Adopted Date | Prepared / Revised By | Details of Changes |
|---------|-------------------|----------------------------------|---|
| 1.0 | December 17, 2013 | R.V. Anderson Associates Limited | Initial set up included Transportation Services, Water Linear, Wastewater Linear, Storm Sewer Linear, Structures, and Water and Wastewater Facilities |
| 2.0 | December 20, 2016 | Municipal Staff | <p>Addition of remaining Works & Engineering Assets, all other departmental assets, such as Vehicles, Non-Utility Facilities, Machinery and Equipment, Land Improvements and Technology and Communication assets.</p> <p>Watermain and sanitary sewer mains were updated to current per meter costs, Structure Replacement Values were updated to values from the 2016 Bridge Needs Study and all other assets were updated to current year (2015) replacement value.</p> |

MUNICIPALITY OF PORT HOPE ASSET MANAGEMENT PLAN

TABLE OF CONTENTS

| | <u>Page</u> |
|---|-------------|
| 1.0 EXECUTIVE SUMMARY | 6 |
| 2.0 INTRODUCTION | 9 |
| 2.1 Purpose of the Asset Management Plan | 9 |
| 2.2 Goals of Asset Management..... | 10 |
| 2.3 Scope of the Asset Management Plan..... | 11 |
| 2.4 Development of the Asset Management Plan | 12 |
| 2.5 Refinement of the Asset Management Plan | 14 |
| 3.0 STATE OF INFRASTRUCTURE | 15 |
| 3.1 Asset Inventory..... | 15 |
| 3.2 Asset Value | 17 |
| 3.3 Asset Age Distribution and Useful Life | 20 |
| 3.4 Asset Condition | 21 |
| 3.5 Risk of Assets..... | 23 |
| 3.6 Prioritization based on Risk | 26 |
| 4.0 LEVELS OF SERVICE | 30 |
| 4.1 Types of Levels of Service | 30 |
| 4.2 Condition Levels of Service..... | 30 |
| 4.3 Capacity Levels of Service | 31 |
| 4.4 Existing Levels of Service | 31 |
| 4.5 Performance Metrics | 31 |
| 5.0 ASSET MANAGEMENT STRATEGY..... | 36 |
| 5.1 Asset Management Strategy Overview..... | 36 |
| 5.2 Asset Management Framework..... | 36 |
| 5.3 Existing Asset Management Strategies in the Municipality..... | 37 |
| 5.4 Long Term Infrastructure Needs | 38 |
| 5.5 Short Term Infrastructure Needs - Managing Risk | 40 |

| | | |
|-------------|---|------------|
| 5.6 | Asset Management Strategies to Reduce the Cost of Infrastructure Needs | |
| | 42 | |
| 5.7 | Short Term Implementation Activities | 44 |
| 5.8 | Long Term Implementation Activities..... | 49 |
| 6.0 | FINANCING STRATEGY | 51 |
| 6.1 | Review of Municipality Revenues and Capital Expenditures | 51 |
| 6.2 | Financing Shortfall | 53 |
| 6.3 | Addressing the Financing Shortfall over the Short Term | 53 |
| 6.4 | Addressing the Financing Shortfall over the Long Term..... | 55 |
| 7.0 | CONCLUSIONS AND RECOMMENDATIONS..... | 56 |
| 8.0 | APPENDIX A..... | 57 |
| 9.0 | APPENDIX B..... | 64 |
| 10.0 | APPENDIX C..... | 72 |
| | STRUCTURES (BRIGES, CULVERTS)..... | 72 |
| | WATER & WASTEWATER FACILITIES..... | 75 |
| | OTHER FACILITIES..... | 79 |
| | WATER LINEAR..... | 82 |
| | WASTEWATER LINEAR..... | 106 |
| | TRANSPORTATION SERVICES..... | 160 |
| | STORM SEWER LINEAR..... | 202 |
| | EQUIPMENT..... | 288 |
| | LAND IMPROVEMENTS..... | 291 |
| | TECHNOLOGY..... | 297 |
| | VEHICLES..... | 299 |

LIST OF FIGURES

Figure 1 – Distribution of Asset Value

Figure 2 – Replacement Value by Age Distribution

Figure 3 – Distribution of Asset Condition

Figure 4 – Risk Matrix

Figure 5 – Distribution of Asset Risk

Figure 6 – Distribution of High and Medium-High Assets

Figure 7 – 100 Year Investment Needs

Figure 8 – 10 Year Investment Needs

LIST OF TABLES

Table 1 – Inventory of Assets included in this AMP

Table 2 – Value of Assets

Table 3 – Estimated Condition based on Useful Life Remaining

Table 4 – Value of Assets by Condition Score

Table 5 – Probability of Failure Score Information

Table 6 – Consequence of Failure Score Information

Table 7 – Risk Score by Asset Value

Table 8 – Summary of High Risk and Medium-High Risk Assets

Table 9 – Existing Service Levels in the Municipality and Suggested Performance Metrics

Table 10 – Long Term Renewal Needs

Table 11 – Renewal Strategy based on Risk Category

Table 12 – Short Term Implementation Activities

Table 13 – 2013 Financing for Renewal of Existing Infrastructure in Port Hope

Table 14 – Review of Financing Shortfall

1.0 EXECUTIVE SUMMARY

In 2012, Ontario's Ministry of Infrastructure released a guide titled *Building Together: Guide for Municipal Asset Management Plans*. This guide forms part of a comprehensive strategy called the Municipal Infrastructure Investment Initiative (MIII) which aims to develop a strong and cooperative relationship between municipalities and the Province of Ontario to address the significant challenges that currently face our deteriorating infrastructure.

The Province is seeking to achieve standardization and consistency in the management of municipal infrastructure. To achieve this, they are requiring that any municipality seeking provincial capital funding for infrastructure projects be required to prepare an Asset Management Plan to demonstrate the particular need of a project to the social, economic or environmental priorities of the community.

In 2013, the Municipality of Port Hope retained the services of R.V. Anderson Associates Limited (RVA) to establish an Asset Management Plan (AMP) for the Municipality of Port Hope. This first version of the AMP identified a long-term need of approximately \$4.8 million per year to renew the Municipality's existing infrastructure for the assets that were in the scope of this study. The assets that were included in the original scope were transportation services assets, such as roads, bridges, and sidewalks; water, wastewater and storm sewer linear assets; and water and wastewater facilities. A cursory review of the out-of-scope assets indicated that this infrastructure required an additional \$2.2 million per year to be renewed over the long term.

The 2016 Asset Management Plan is the first plan to include all assets owned and operated by the Municipality of Port Hope and has been developed from information provided in the Tangible Capital Asset inventory and verified by operating departments. It establishes a framework that supports an informed decision making process that is used to improve the management of the Municipality's infrastructure. The Municipality has committed to continually improving this Asset Management Plan (AMP) over the

coming years as additional information is collected and as knowledge of asset management in the Municipality increases.

The 2016-2018 Community Strategic Plan previously established by Council provides a strong and comprehensive strategy to provide high quality services to residents. The following Goals from the Strategic Plan provide a vision for the management of the Municipality's infrastructure and have helped guide the development of this Plan:

Goal 1.1 Implement the Strategic Financial Plan:

- a) Expand the Asset Management Plan to include all infrastructure assets, securing Provincial and Federal funding beyond 2016.
- b) Refine and integrate the Asset Management Plan to ensure sustainability of our municipal infrastructure assets.
- c) Increase Infrastructure Funding to reach 50% of the \$4M annual requirement outlined in the 2013 Asset Management Plan: 2016 \$1M, 2017 \$1.5M, 2018 \$2.0M

With the addition of the out-of-scope assets, as well as the refinement of the replacement values for the linear assets, this resulted in an annual increase of \$6.1 million dollars from the previous 2013 AMP. This increases the total annual investment need for all assets in the Municipality to approximately \$13.1 million to be renewed over the long term. The total annual replacement value of \$13.1 million includes both tax levy funded assets, as well as water and wastewater funded assets. As identified in later in Table 10, the tax levy portion is \$8.6 million and the combined water and wastewater assets is \$4.5 million per year.

This long-term need has been established based on a strategic review of the Municipality's asset inventory. It is important to recognize that the Municipality is striving to reach a position where the infrastructure needs equal the available revenues. Over the coming years, the Municipality will continually review the infrastructure needs as better information becomes available and as technological improvements reduce the cost of renewing infrastructure. The Municipality will also consider approaches to

increase the revenue that is available to fund the renewal of existing infrastructure, including pursuing Provincial or Federal infrastructure grants. This strategy positions the Municipality on a path to ultimately reach a point where the infrastructure needs equal the available revenues.

2.0 INTRODUCTION

The 2016 Asset Management Plan (AMP) represents the first corporate-wide asset management plan for the Municipality of Port Hope that incorporates all assets owned and managed by the Municipality. It establishes a framework that supports an informed decision making process that is used to improve the management of the Municipality's infrastructure. The Municipality has committed to continually improving this AMP over the coming years as additional information is collected and as knowledge of asset management in the Municipality increases.

2.1 Purpose of the Asset Management Plan

In 2012, Ontario's Ministry of Infrastructure released a guide titled *Building Together: Guide for Municipal Asset Management Plans*. This guide forms part of a comprehensive strategy called the Municipal Infrastructure Investment Initiative (MIII) which aims to develop a strong and cooperative relationship between municipalities and the Province of Ontario to address the significant challenges that currently face our deteriorating infrastructure. The Province is seeking to achieve standardization and consistency in the management of municipal infrastructure. To achieve this, they are requiring that any municipality seeking provincial capital funding for infrastructure projects be required to prepare an Asset Management Plan to demonstrate the particular need of a project to the social, economic or environmental priorities of the community.

The Municipality currently receives approximately \$500,000 annually under the Federal Gas Tax Program. A requirement in the new agreement requires municipalities to develop and implement an asset management plan that includes all municipal assets prior to December 31, 2016 in order to continue to receive the funding.

This plan satisfies the provincial and federal funding requirements and is also a major step forward towards identifying how to manage the Municipality's assets to derive the best total value.

2.2 Goals of Asset Management

Asset management strives to continually improve the management of infrastructure. The following is a list of goals that asset management programs and processes aim to achieve:

- To be used as the basis for identifying the capital needs for all future budgets.
- Reduced life cycle cost (i.e. total operating, maintenance and capital resources) of providing services to residents.
- Reduced risk exposure to the Municipality by ensuring that assets are managed in a manner that matches the risk that their failure represents to the delivery of services.
- An informed and transparent decision making process that provides elected officials with the knowledge that they need to make decisions regarding capital expenditures, operating costs and revenue requirements (i.e. rate and tax levels).
- A mechanism to ensure that the services that are delivered through infrastructure can be provided at a sustainable level at a cost that is affordable to residents.

The Municipality of Port Hope's Community Strategic Plan 2016-2018 identifies six strategic priorities in order to achieve the Corporate Mission 'to deliver services of value to our community, encouraging a culture of collaboration, innovation and sustainability'.

1. To be financially responsible, accountable and sustainable.
2. To support a healthy and active community, developing strong partnerships to improve quality of life for all.
3. To preserve and enhance our rich cultural heritage and natural environment.
4. To support a vibrant business sector, contributing to economic growth and prosperity.
5. To build a positive organization culture supported by our guiding principles, to deliver high quality services.
6. To be open and responsive to our community.

These priorities are dependent on the municipality providing services that rely on well-planned, well-built and well-maintained infrastructure. Council and staff are committed to ensuring good stewardship through proper asset management. Strategic Objective 1.1 Identified in the Community Strategic Plan is to:

- a) Expand the Asset Management Plan to include all infrastructure assets, securing Provincial and Federal funding beyond 2016.
- b) Refine and integrate the Asset Management Plan to ensure sustainability of our municipal infrastructure assets.
- c) Increase Infrastructure Funding to reach 50% of the \$4M annual requirement outlined in the 2013 Asset Management Plan: 2016 \$1M, 2017 \$1.5M, 2018 \$2.0M

This AMP has been structured to develop processes that are intended to support these strategic goals. Some key outcomes of the plan will be to balance the levels of service expected to the available funding by ensuring that we are doing the right thing to the right asset at the right time.

2.3 Scope of the Asset Management Plan

This AMP covers a period of 100 years with a focus on the next 10 years, and reports on the following assets owned by the Municipality:

- Watermains and water distribution system appurtenances
- Water treatment, storage and pumping facilities
- Sanitary sewer and wastewater collection system appurtenances
- Wastewater treatment and pumping facilities
- Roads, sidewalks, traffic signals and street lights
- Bridges and culverts
- Storm sewers and storm water management infrastructure
- Vehicles
- Other facilities

- Land improvements
- Machinery and equipment
- Technology and communications

2.4 Development of the Asset Management Plan

This AMP was developed with a project team from the Municipality, with prior consultation from R.V. Anderson Associates Limited. The following documents were reviewed and incorporated throughout the development of this AMP:

- The Municipality of Port Hope Official Plan (2009)
- Strategic Financial Plan (2012)
- Water and Wastewater Rate Study (2014)
- The Municipality of Port Hope Community Strategic Plan (2016-2018)
- Urban Roads PCI Assessment (2011)
- Sidewalk Needs Study (2013)
- O/Reg 239/02 for the Minimum Maintenance Standards for Municipal Highways
- Ganaraska Conservation Authority GIS inventory
- 2016 Bridge Needs Study
- Tangible Capital Assets (TCA) Documentation
- Municipal Budgets and other Financial Documents
- Other Relevant Municipality Correspondence

The 2016 Asset Management Plan was prepared based on the best available information, rather than a fully implemented asset management program. The following are some limitations identified:

1. There is no centralized asset management software that offers a complete inventory or summary of project information. The municipality relies on its financial software and GIS software to collect most of its asset information. Considerable effort is required to consolidate information from multiple sources into an Excel file. Once software is utilized, more robust and complex strategies and scenarios can be developed. Software may also

- allow the municipality to track the life cycle costs associated with specific assets.
2. There is no centralized asset management program, i.e. different areas have different practices, which results in limiting asset management capabilities for comparisons and prioritization purposes.
 3. The level of service indicators are still being refined with the expectation to expand on these in the next several years.
 4. The municipality does not have a Level of Service register and has no system to track levels of service beyond the annual budget process.
 5. The asset condition assessments are not consistent as they may be determined by any of the following:
 - a. Condition may be technically assessed and reported on in a quantifiable technique. This method is the most accurate and most expensive (e.g. Bridge Needs Study).
 - b. Condition may be based on the expert opinion of staff managing the asset.
 - c. Finally, condition may be assumed based on age and estimated useful life.
 6. The municipality generally prepares business cases based on the estimated up front capital cost rationalized against the perceived need of the project without taking into consideration the lifecycle costs.
 7. Currently, projects are compared and prioritized based on cost and perception of need without the benefit of the considerations available through an optimized decision-making process.

As the asset management program evolves, these limitations will be resolved over time, which will enable the municipality to develop the ability to optimize decision making using levels of service and risk factors.

2.5 Refinement of the Asset Management Plan

The Municipality is realistic in recognizing that this AMP is a step along a pathway that will be able to achieve the goals outlined above. Section 5 – Asset Management Strategy describes a series of activities that will improve subsequent iterations of the AMP. Initiatives to monitor the plan will include:

- Ensure the inventory is reviewed and updated annually, with a full AMP update at a minimum of every five years. The specific areas to review are:
 - Ensure all asset additions and disposals have been reflected
 - Review the condition assessment and update where applicable
 - Review the replacement value and update where applicable
- Review improvement opportunities as part of updating the AMP
- Acquisition and implementation of Asset Management Software

3.0 STATE OF INFRASTRUCTURE

This section summarizes the state of the Municipality's infrastructure, including:

- Inventory of all assets
- Value of assets
- Condition of assets
- Risk of assets supported by estimates of both the probability of failure (i.e. condition) and consequences of failure

3.1 Asset Inventory

The Municipality of Port Hope maintains several asset inventories at varying levels of detail, summarized as follows:

1. A Tangible Capital Asset (TCA) Register that includes every asset owned by the municipality: This Asset Register was developed to achieve the requirements of the Public Sector Accounting Board (PSAB) 3150 regarding full accrual accounting of assets in municipalities. While this Asset Register is comprehensive, the level of detail on the linear assets (roads, water mains, sanitary sewers, storm sewers sidewalks) is not ideal to complete the analysis in this report. This is because the linear assets have been pooled to simplify the tracking of transactions and to reduce the work required to perform the annual updates of the Asset Register. Better sources of information on the asset inventory were used if available.
2. GIS inventories of the Municipality's water mains, sanitary sewers and storm sewers maintained by the Ganaraska Region Conservation Authority (GRCA): The GIS inventories provide pipe-by-pipe information and are a much better source of information compared to the information contained in the Asset Register.
3. The Roads Needs, Bridge Needs, and Sidewalk Needs studies that have been completed by the Municipality: These studies provide the best inventory of the respective asset types, in addition to providing information on the current

physical condition of the assets. These inventories are also a much better source of information compared to the Asset Register.

Table 1 provides a summary of the assets that are included in the scope of this study.

Table 1 – Inventory of Assets included in this AMP

| Asset Class | Type of Assets Included | Inventory |
|--------------------------------------|---|---|
| Structures (Bridges, Culverts, Etc.) | Bridges and culverts with a span over 3 meters | 25 bridges, 41 culverts, 5 retaining walls, and 5 stairs |
| Water/Wastewater Facilities | Water and wastewater facilities that treat, pump or store water | 1 water treatment plant, 1 wastewater treatment plant, 9 pumping stations or storage facilities |
| Other Facilities | Administrative, Recreation, Fire, Police, Comfort Stations, etc. | 42 buildings |
| Water Linear | Watermains, hydrants and valves | 92 kms |
| Wastewater Linear | Sanitary sewers and manholes | 73 kms |
| Transportation Services | Roads, sidewalks, streetlights and traffic signals | 338 kms of roads, 61 kms sidewalks, 8 traffic lights, 1654 streetlights |
| Storm Sewer Linear | Storm sewers, manholes, catchbasins | 42 kms |
| Equipment | SCBA's, portable equipment, specialized furniture, etc. | 81 asset |
| Land Improvements | Playground equipment, athletic fields, parking lots, trails & paths, etc. | 171 assets |
| Technology | Computer servers, security systems, SCADA systems, etc. | 34 assets |
| Vehicles | Snow plows, fire trucks, patrol cars, transit buses, works and parks vehicles | 96 assets |

3.2 Asset Value

The value of the assets that are included in the scope of this Plan is summarized in Table 2 and Figure 1.

As specified in the Ministry's Building Together Guide, this report presents the value of the Municipality's assets in two different formats – Financial Accounting Valuation and Replacement Cost Valuation. The financial accounting valuation is the Net Book Value which follows financial accounting practices defined by the Public Sector Accounting Board and is reported on the Municipality's financial statements. Although the vast majority of assets that are reported in the Municipality's financial statement are also included in the AMP, there are several assets that have been deemed to not be required to be replaced and therefore are not included in the AMP. Land assets are also not included in the AMP.

The net book value is the original acquisition cost of the asset less accumulated amortization (depreciation) and this is the result that is reported on the annual financial statements. The financial accounting valuation is undertaken annually to meet reporting requirements, but is not used for asset management purposes. Under the financial accounting approach, many long lived assets will have been fully amortized yet remain in use across the Municipality. For this reason, the net book value is not used for infrastructure renewal planning.

Replacement values are used to estimate the potential investment required for asset management purposes. Replacement values are the preferred indicator of cost as it is forward looking and accounts for expected inflation, changes in technology and other factors.

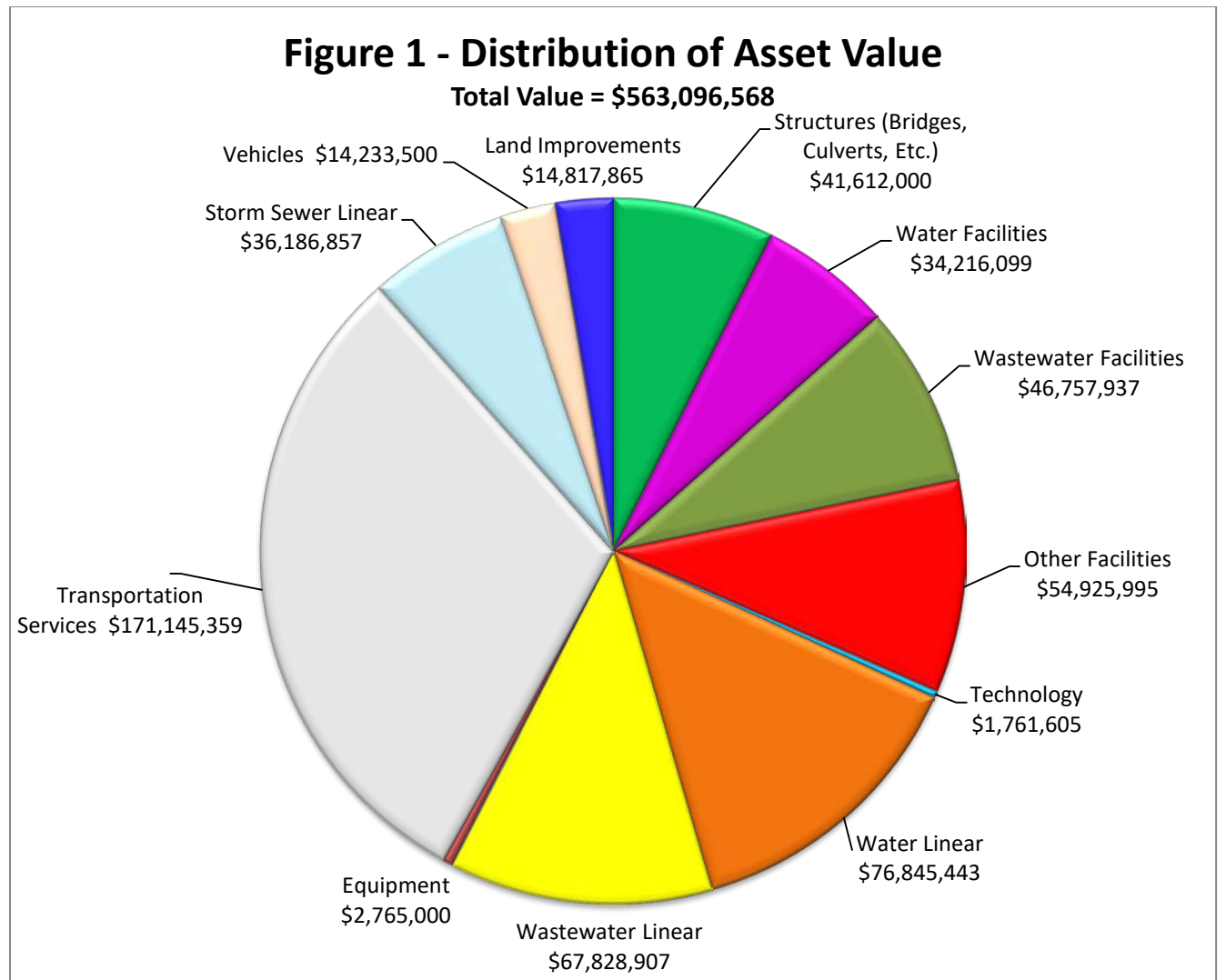
The replacement value was developed using one of the below approaches applicable to the asset type, including:

- Where the Municipality has collected recent acquisition data demonstrating similar replacement activities, these costs are applied across the asset base. This provides updated local impacts to increase the accuracy of the estimating process.
- Estimating unit replacement costs for linear assets or complete replacement costs for discrete vertical assets based on the available information such as size and material.
- When asset replacement values cannot be estimated, the Municipality uses accounting methodology based on historical cost, estimated useful life and an inflation index to determine the replacement cost.

It is apparent from Table 2 and Figure 1 that the replacement value of the assets is approximately \$563 million. According to the Municipality's year ending 2015 TCA Register, the historical cost of these assets is approximately \$206 million and the current book value is approximately \$130 million.

Table 2 – Value of Assets

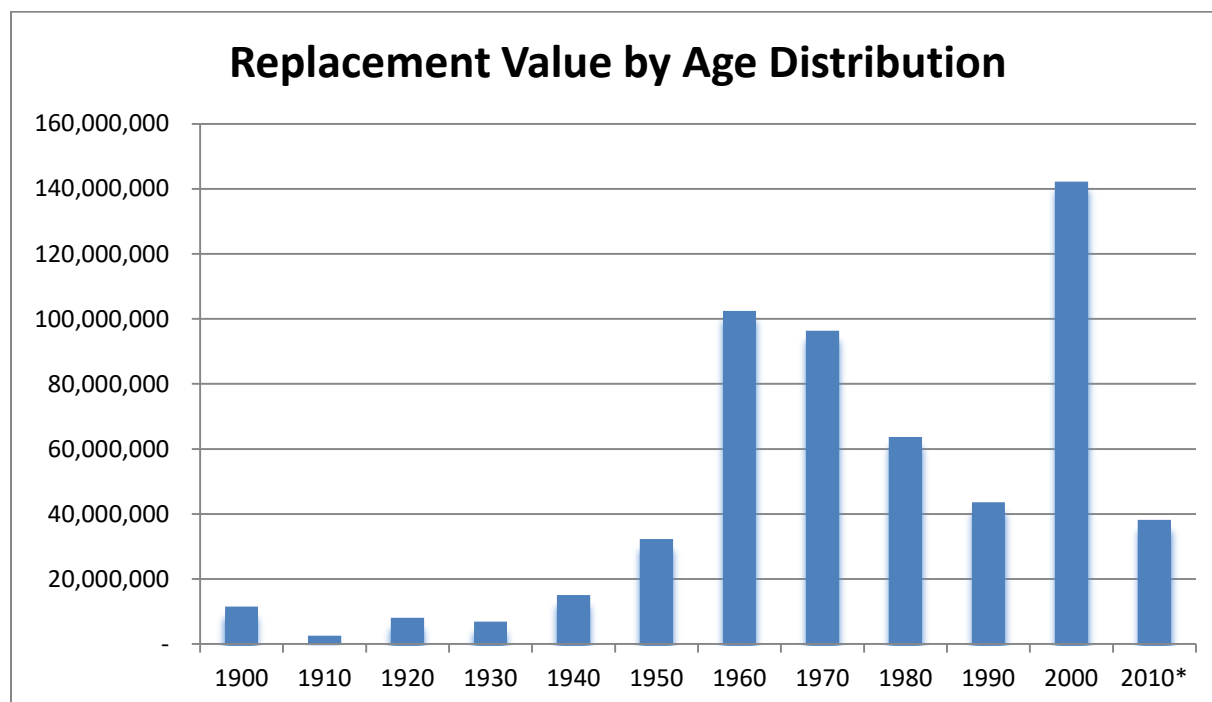
| Asset Class | Historical Cost | Net Book Value | Replacement Value |
|--------------------------------|------------------------|-----------------------|--------------------------|
| Structures (Bridges, Culverts) | \$ 6,844,667 | \$ 3,856,306 | \$ 41,612,000 |
| Water & Wastewater Facilities | \$ 66,307,004 | \$ 50,895,290 | \$ 80,974,036 |
| Other Facilities | \$ 23,809,018 | \$ 15,472,287 | \$ 54,925,995 |
| Water Linear | \$ 22,134,645 | \$ 16,905,486 | \$ 76,845,443 |
| Wastewater Linear | \$ 11,840,428 | \$ 7,422,061 | \$ 67,828,907 |
| Transportation Services | \$ 41,241,246 | \$ 17,217,468 | \$ 171,145,359 |
| Storm Sewer Linear | \$ 14,282,837 | \$ 10,131,671 | \$ 36,186,857 |
| Equipment | \$ 1,689,033 | \$ 732,628 | \$ 2,765,000 |
| Land Improvements | \$ 7,884,419 | \$ 3,453,455 | \$ 14,817,865 |
| Technology | \$ 1,626,473 | \$ 666,573 | \$ 1,761,605 |
| Vehicles | \$ 8,144,756 | \$ 2,901,530 | \$ 14,233,500 |
| Total | \$ 205,804,527 | \$ 129,654,755 | \$ 563,096,568 |



3.3 Asset Age Distribution and Useful Life

The following summarizes the age distribution of the Municipality of Port Hope's asset replacement value by decade for when the asset was constructed or placed into service. The decade for 2010 includes assets constructed or placed into service up to 2015.

Figure 2 – Replacement Value by Age Distribution



* includes assets constructed or placed into service up to 2015

Useful life is the estimate of the period of time over which a local government can be expected to use a tangible capital asset to provide service. The useful life of an asset can be used to plan for asset renewal. The life of a tangible asset may extend beyond its useful life or it may fail before it reaches their useful life expectation. This is dependent on several factors, such as the quality of construction, amount of use of the asset, as well as the maintenance performed on the asset. The estimated remaining useful life of an asset, based on age is considered a good starting point to estimate the well-being of an asset inventory.

3.4 Asset Condition

Understanding the condition of the Municipality's assets is an essential component to an AMP. Ideally, the condition information is based on assessment activities that provide first-hand knowledge of the condition of the infrastructure. However, for a significant portion of the assets in the Municipality, condition information based on visual observations or first-hand knowledge is not readily available, especially for buried assets. This is very common in municipalities in Ontario and across Canada. Therefore, in most cases, the condition of the assets had to be estimated.

The best practice to estimate the condition of an asset where assessment activities have not been completed is to evaluate the amount of its useful life that has been consumed. For example, an asset that has a useful life of 10 years would be considered to be in excellent condition if it is 1 year old and poor condition if it is 9 years old. Although this approach does not always provide an accurate condition of the asset, particularly in cases of buried linear infrastructure (i.e. water mains and sewers), it is a reasonable starting point where actual condition information is not easily accessible. The Municipality's inventories contain information on the asset age and the useful life that has been estimated based on industry standards, and therefore it is possible to estimate the condition of the assets using this approach.

For the purposes of this report, the condition of the assets where condition information was not available was estimated based on Table 3. It should be noted that there was actual condition information readily available for the following asset types:

- Roads
- Bridges and culverts
- Sidewalks

Appendix A details how the condition assessment information on the above noted asset types were converted to a condition score for the purposes of the analysis performed in this report. Appendix A also provides an indication of the source of any condition

information that was used in the analysis. It should be noted that Port Hope routinely collects information on the road structures in accordance with Provincial Regulations, such as bi-annual bridge inspections. As more financial and human resources become available, the municipality will begin to collect and assign more technical condition assessments instead of relying on typical useful life values.

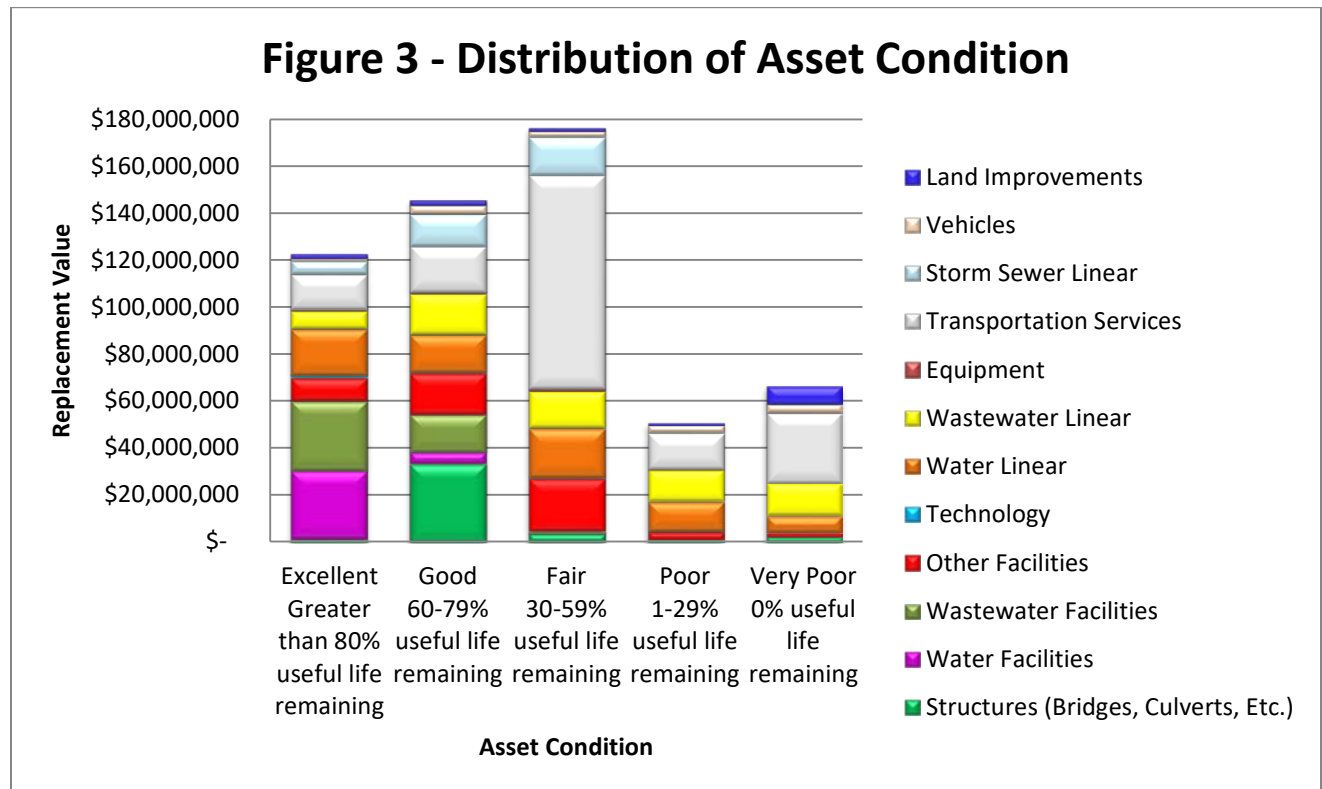
Table 3 – Estimated Condition Based on Useful Life Remaining

| Percent of Useful Life Remaining | Estimated Condition |
|---|----------------------------|
| 80% or above | Excellent |
| 60-79% | Good |
| 30-59% | Fair |
| 1-29% | Poor |
| 0% | Very Poor |

Table 4 and Figure 3 summarize the condition of the Municipality's infrastructure. It is apparent that approximately \$67 million worth of assets have a condition that is considered very poor (i.e. the asset age exceeds the useful life). It should be noted that the approach of using the combination of the asset age and useful life can produce condition results that appear worse than what would be observed with actual condition assessment because of the theoretical assumption that any asset which has reached the end of its useful life is in very poor condition.

Table 4 – Value of Assets by Condition Score

| Condition Score | Replacement Cost | % of Total |
|------------------------|-------------------------|-------------------|
| Excellent | \$123,014,286 | 22% |
| Good | \$145,826,731 | 26% |
| Fair | \$176,343,487 | 31% |
| Poor | \$51,046,692 | 9% |
| Very Poor | \$66,865,371 | 12% |
| Total | \$563,096,568 | 100% |



3.5 Risk of Assets

The state of the Municipality’s infrastructure is not only limited to the physical condition. To achieve a better understanding of the needs of the infrastructure a risk score was calculated for each asset. For example, an asset with a low consequence of failure can be managed such that it is replaced only after it fails (i.e. condition falls below poor or very poor). However, assets that have a high consequence of failure should be managed in a proactive manner that does not permit the condition to fall below fair.

For the purposes of the risk assessment completed in this report, risk is defined as the product of the probability of failure and the consequence of failure. Appendix A contains a full description of the probability and consequence of failure scores that were assigned to each asset type in the Municipality.

3.5.1 Probability of Failure

A probability of failure score was given to each asset based on the condition information. As discussed in the previous section, the condition information has been estimated based on the asset age and useful life in cases where field observations were not available. Table 5 summarizes the probability of failure score that was assigned to each asset based on the estimate of its physical condition.

It should be noted that the probability of an asset failing is not necessarily indicative of its age (i.e. some newer water mains can fail more frequently than older water mains due to their materials or production methods), however for the purposes of the analysis completed in this study it was not feasible to complete a detailed assessment of the probability of failure for each individual asset.

Table 5 – Probability of Failure Score Information

| Estimated Condition | Probability of Failure Description | Probability of Failure Score |
|----------------------------|---|-------------------------------------|
| Excellent | Improbable | 1 |
| Good | Unlikely | 2 |
| Fair | Possible | 3 |
| Poor | Likely | 4 |
| Very Poor | Highly Probable | 5 |

3.5.2 Consequence of Failure

The consequence of failure score for each asset is based on a review of information that was provided by the Municipality, such as:

- Size/capacity of the asset
- The use of the asset
- The importance of the asset to the operation of the system/facility

Table 6 summarizes the approach to establishing the consequence of failure score for each asset.

Table 6 – Consequence of Failure Score Information

| Consequence of Failure Description | Consequence of Failure Score |
|--|------------------------------|
| Very low measurable effect of any kind | 1 |
| Low/ seldom/marginal change in the function, serviceability, or capacity of the asset and (or) effect on public safety and the environment | 2 |
| Moderate/ regular change in the function, serviceability, or capacity of the asset and (or) effect on public safety and the environment | 3 |
| Major/ regular change in the function, serviceability, or capacity of the asset and (or) effect on public safety and the environment | 4 |
| Catastrophic loss of infrastructure affecting public safety or having severe environmental consequences. | 5 |

3.5.3 Risk Assessment

The final step in the risk assessment is to multiply the consequence of failure score and the probability of failure score for each asset. This results in a risk score for each asset of between 1 and 25. A risk category was then established for each asset based on the risk score. Figure 4 summarizes the process that was used to categorize the risk scores for each asset. The risk score of the assets are categorized as follows:

- Risk score equal to 25 represent a high level of risk to the Municipality
- Risk score of between 16 and 20 represent a medium-high level of risk to the Municipality

- Risk score of between 10 and 15 represent a medium level of risk to the Municipality
- Risk score of between 5 and 9 represent a medium-low of risk to the Municipality
- Risk score of 4 or less represent a low level of risk to the Municipality

Figure 4 – Risk Matrix

| | | Probability of Failure | | | | |
|------------------------|---|------------------------|----|----|----|----|
| | | 1 | 2 | 3 | 4 | 5 |
| Consequence of Failure | 1 | 1 | 2 | 3 | 4 | 5 |
| | 2 | 2 | 4 | 6 | 8 | 10 |
| | 3 | 3 | 6 | 9 | 12 | 15 |
| | 4 | 4 | 8 | 12 | 16 | 20 |
| | 5 | 5 | 10 | 15 | 20 | 25 |

3.6 Prioritization based on Risk

In the context of this AMP, the Risk scores are used to prioritize the renewal of the existing assets. Table 7 and Figure 5 summarize the risk scores of the assets in the Municipality. It is apparent that approximately \$30 million worth of assets are in a medium-high or high risk level. Addressing the needs of these assets is a priority over renewing other assets. Section 4 of this report describes the Asset Management Strategy for prioritizing the renewal of assets that represent elevated levels of risk to the Municipality.

Table 7 – Risk Score by Asset Value

| Risk | Replacement Cost |
|---|----------------------|
| Low (assets with the last priority for renewal) | \$146,242,076 |
| Medium-Low | \$241,256,693 |
| Medium | \$145,515,445 |
| Medium-High | \$25,195,771 |
| High (assets with the first priority for renewal) | \$4,886,583 |
| Total | \$563,096,568 |

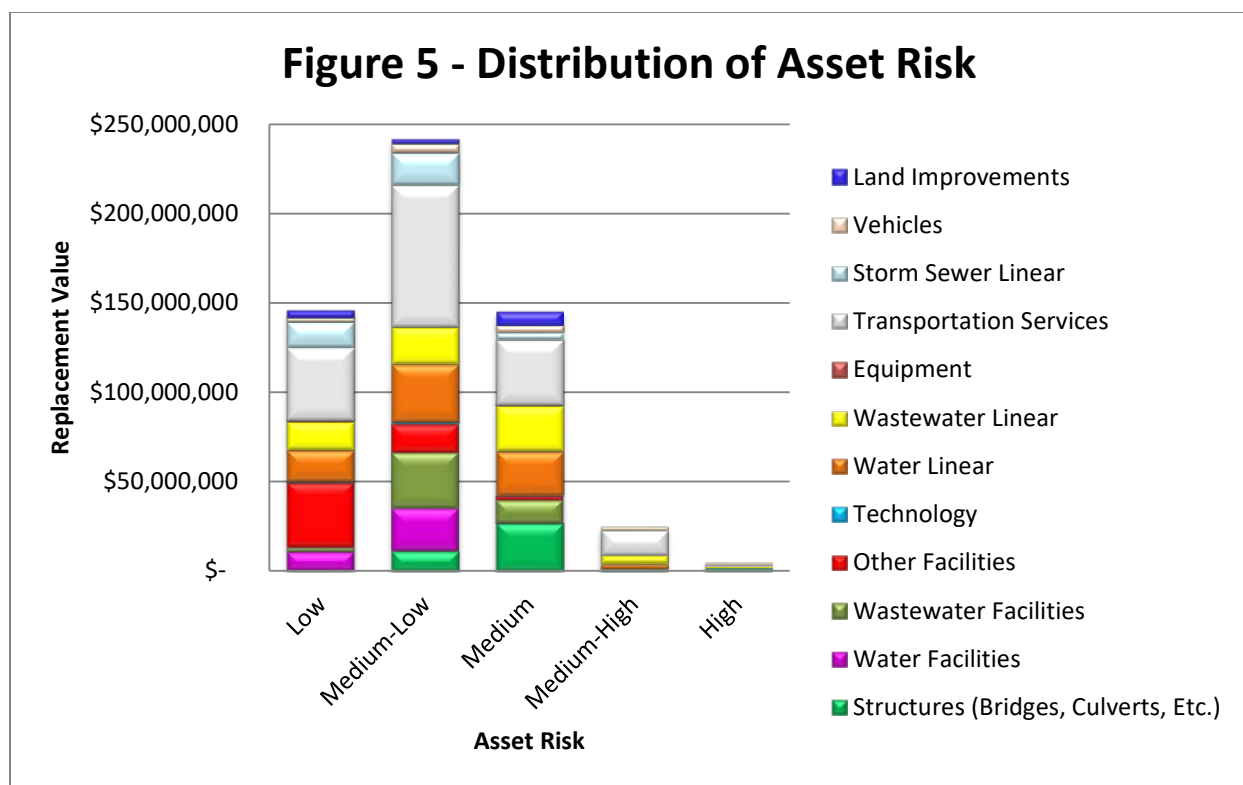


Figure 6 and Table 8 provide more information on the assets that make up the medium-high and high risk levels in the Municipality. The highest risk assets in Port Hope are the Barret Street Bridge and some sections of water main and sanitary sewer.

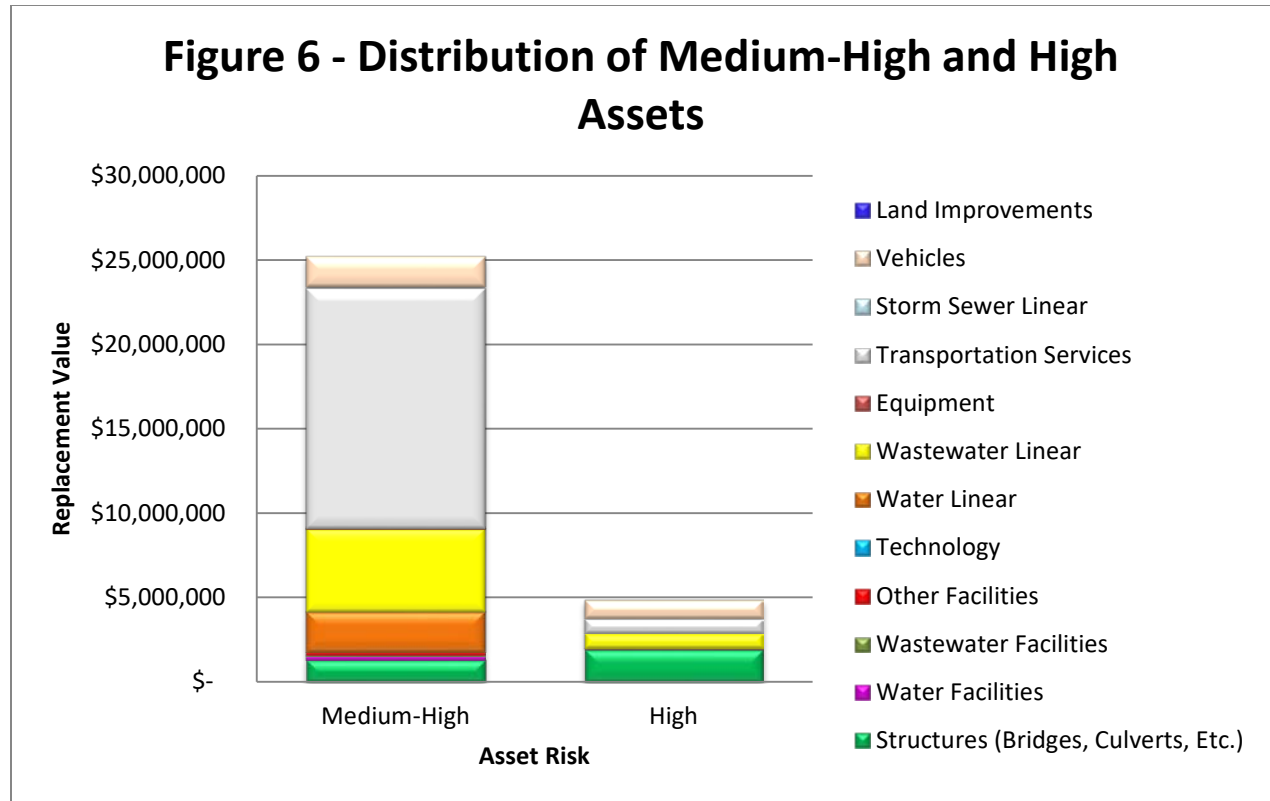


Table 8 – Summary of High Risk and Medium-High Risk Assets

| Type | Asset | Replacement Cost |
|-------------------------|--|------------------|
| High Risk | | |
| Structures | Barrett Street Bridge | \$1,899,000 |
| Vehicles | 3 Tandem Snow Plows | \$1,005,000 |
| Vehicles | 3 Police Vehicles | \$105,000 |
| Transportation | Various Roads Throughout the Municipality | \$881,365 |
| Water Linear | Marsh St Watermain | \$94,278 |
| Wastewater | Mill & Ward St Sanitary Sewer | \$901,940 |
| Medium-High Risk | | |
| Structures | Various bridges & culverts throughout the Municipality | \$1,316,000 |
| Vehicles | 4 Tandem Snow Plows | \$1,355,000 |
| Vehicles | Tanker & Rescue Vehicles & Equipment | \$510,000 |
| Public Works Buildings | Various Buildings | \$470,000 |
| Transportation | Various Roads Throughout the Municipality | \$14,008,125 |
| Transportation | Traffic Control Signal – Toronto & Ridout | \$209,700 |
| Water Linear | Various Watermains throughout the Municipality | \$2,419,736 |
| Wastewater Linear | Mill St PS Forcemain | \$1,379,880 |
| Wastewater Linear | Various sanitary sewers throughout the Municipality | \$3,527,330 |

4.0 LEVELS OF SERVICE

A “level of service” is a term that is used to describe *how much* of a service is being provided or *the quality* of a service that is being provided. In the context of asset management plans, levels of service are established as a way to guide the management of infrastructure in a manner that aims to achieve the level of service goal.

This develops a systematic process for:

1. Deciding the appropriate level at which to provide each service.
2. Tracking the current level of service.
3. Preparing a strategy to achieve the service level goal if the tracking process in step (2) shows that the goal is not being met.
4. Establishing a clear linkage between the costs of higher service levels.
5. Discussing the willingness to pay for higher service levels.

4.1 Types of Levels of Service

Levels of service vary widely depending on the level of sophistication of an organization. They can be related to regulations, customer expectations, or corporate vision. In terms of municipal infrastructure, the services that they provide are generally related to either condition or capacity. Levels of service can also be based on managing the risk that the failure of the asset has on the service that it provides. This section of the AMP includes a summary table that provides the current levels of services that have been defined in the Municipality’s existing documentation and current infrastructure management practices.

4.2 Condition Levels of Service

The most basic level of service for the Municipality is established around maintaining infrastructure in an acceptable state of repair or minimizing the risk exposure of the Municipality to a specified level. The levels of service that the Municipality has been practicing are relatively informal and are not structured in a framework to support an integrated asset management strategy.

The levels of service that have been established in the capital works planning process address the infrastructure that is in the worst state of repair and would result in large consequences if it were to fail. This process has been based on coordination with Municipality staff and Council.

Although undocumented, the current capital planning process that the Municipality is practicing represents a risk-based approach to managing their infrastructure. As described in Section 2, the State of Local Infrastructure Analysis was completed using a risk based approach. The analysis completed in this AMP provides a more formalized approach to managing the infrastructure using a comprehensive risk-based methodology that includes all of the assets in the Municipality.

4.3 Capacity Levels of Service

As described in Section 3.2, the Municipality has an established practice that is used to drive decision making with respect to the renewal of asset according to their condition. However, similar to most municipalities in Ontario, the Municipality does not have many specific levels of service that are used to address the renewal of existing infrastructure based on capacity issues.

4.4 Existing Levels of Service

Table 9 summarizes the existing levels of service in Port Hope. The majority of the levels of service documented in Table 9 are informal and based on discussions with Port Hope staff.

4.5 Performance Metrics

Performance metrics are used to assess how well the infrastructure is achieving the service levels. Table 9 also provides a series of suggested performance metrics that the Municipality can use in future reviews of its infrastructure. Subsequent AMPs can

complete the State of Local Infrastructure analysis by comparing levels of service to performance metric goals.

Table 9 – Existing Service Levels in the Municipality and Suggested Performance Metrics

| Department | Levels of Service | Suggested Performance Metric |
|--------------------------------|--|---|
| Water mains & Water Facilities | <ol style="list-style-type: none"> 1. Provide services to accommodate new growth 2. Water system designed for maximum day + fire flow or maximum hour; Normal operating pressure between 350 to 480 kPa, 280 kPa to 700 kPa is allowable 3. Services at least 19 mm in diameter; Water mains at least 150 mm in diameter 4. Provide reliable water service 5. Provide clear drinking water 6. Meet all regulated drinking water quality goals (i.e. meet MOE Drinking Water Systems Regulation O. Reg. 170/03 and Certificate of Approval) | <ol style="list-style-type: none"> 1. Number of development applications that are delayed due to insufficient water infrastructure 2. Locations with pressure or flows that do not meet the goals confirmed through hydraulic modeling or field testing 3. Locations with mains or services that are smaller than the minimum sizes 4. Number of water main failures per km of water main per year 5. Number of rusty water complaints 6. Number of times the regulated drinking water quality goals are not achieved |

| Department | Levels of Service | Suggested Performance Metric |
|--|--|---|
| Sanitary Sewers & Wastewater Facilities | <ol style="list-style-type: none"> 1. Provide services to accommodate new growth 2. Sanitary sewer system designed per guidelines; 200 mm minimum size 3. Discourage the use of force mains and sewage pumping stations 4. Repair critical sections of sewer identified in CCTV assessments 5. Meet all regulated wastewater quality goals 6. Minimize the number of sewer backups that occur due to infrastructure failures 7. Minimize the number of emergency sewer bypass events that occur | <ol style="list-style-type: none"> 1. Number of development applications that are delayed due to insufficient wastewater infrastructure 2. Locations with sub-standard infrastructure (size, slope) confirmed through review of designs 3. Number of force mains/sewage pumping stations in the Municipality 4. Number of locations identified as being in critical condition that have not been addressed 5. Number of times the regulated wastewater quality goals are not achieved 6. Number of sewer backups that occur due to infrastructure failures 7. Number of emergency sewer bypass events that occur |
| Storm Sewers/ Storm Water Management Facilities | <ol style="list-style-type: none"> 1. Develop must not result in increased flooding, erosion, or degradation to water quality. Post development flows cannot be increased from the pre-development peak flow and water velocity. 2. Adequately control the 1:100 year storm event, as well as other requirements established by the GRCA | <ol style="list-style-type: none"> 1. Number of development applications that achieve the targets 2. Number of locations where infrastructure does not adequate control storm event or does not meet requirements of the GRCA |

| Department | Levels of Service | Suggested Performance Metric |
|-----------------|---|---|
| Roads & Bridges | <ol style="list-style-type: none"> 1. Provide maintenance standards in accordance with O/Reg 239/02 2. Road should be maintained in an acceptable state of repair 3. All bridges should be maintained to be safe for use | <ol style="list-style-type: none"> 1. Number of times road maintenance is not in accordance with O/Reg 239/02 2. Number of roads that are in an unacceptable state of repair 3. Number of recommended repairs completed in accordance with timing identified in the biannual bridge (OSIM) inspections |
| Sidewalks | <ol style="list-style-type: none"> 1. Displacement in sidewalks should not exceed ¾ inch 2. Sidewalks on two sides of urban arterial and residential collector roads | <ol style="list-style-type: none"> 1. Number of locations where displacement exceeds ¾ inch 2. Number of roads that meet sidewalk level of service |
| Streetlights | <ol style="list-style-type: none"> 1. Street lighting shall be in full accordance with ESA 22/04 regulations | <ol style="list-style-type: none"> 1. Number of street lights that do not meet regulations |

5.0 ASSET MANAGEMENT STRATEGY

5.1 Asset Management Strategy Overview

The asset management strategy component of the AMP represents the set of planned activities to ensure that the state of the infrastructure achieves the level of service goals.

The strategy is generally related to optimizing decisions with respect to:

- The replacement or rehabilitation of assets
- The optimal level of maintenance investment required to minimize the long term costs of the assets (i.e. does more maintenance result in a longer useful life)
- Disposing of assets that are not required to meet service levels
- Addressing policies that impact the strategy for how to renew the asset (i.e. does the asset size/design need to change to meet a certain policy)

The items summarized above are the goals for an AMP (and the associated systems that support the plan) to achieve through an analysis of readily available information. In this first iteration of the Municipality's AMP, achieving a process that optimizes these goals is difficult due to a lack of readily available information and established processes to support the decisions.

For example, the decision to rehabilitate a sanitary sewer is dependent on knowing if the size is sufficient or should be increased to provide adequate service to accommodate future growth. If the pipe is too small then rehabilitation is not an option. Therefore, the Municipality needs to have the data in place (i.e. functioning hydraulic model of their sanitary sewer collection system with growth projections) in order to determine if the sanitary sewer is too small.

5.2 Asset Management Framework

RVA established a framework to guide the improvement of asset management systems. This Framework is summarized in Appendix B. The Framework shows how all of the

current and future asset management activities that will be described in the following sections of this report align with each other.

5.3 Existing Asset Management Strategies in the Municipality

An asset management strategy can take many forms, such as formalized Needs studies or less formal activities such as coordination meetings between departments. Discussions were held with the Municipality to determine the asset management strategies and practices that are currently employed by Staff. The following paragraphs summarize the current asset management strategies that are practiced in Port Hope:

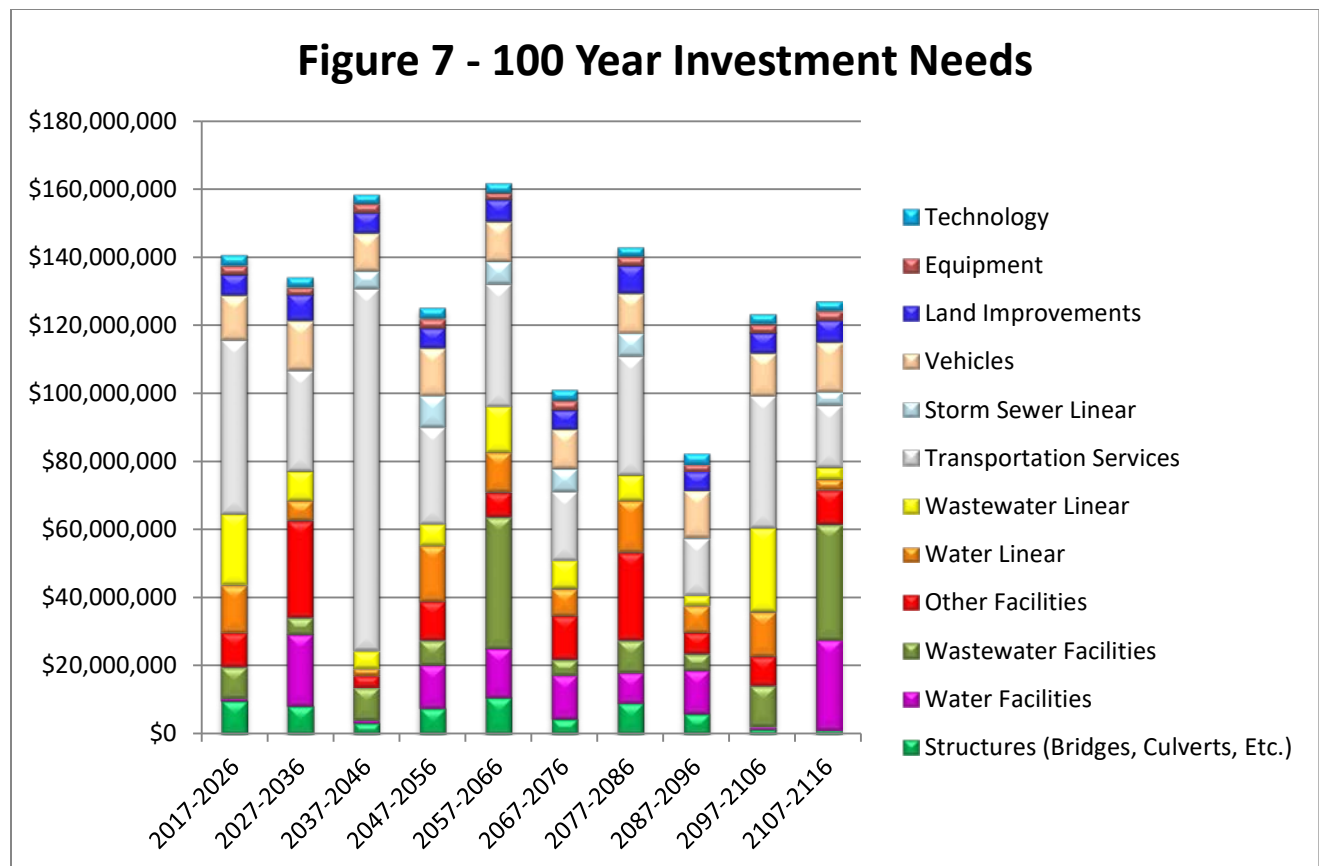
- The strategy for the bridge assets are supported by the regular inspections that are mandated by the Province. The inspections are performed on all bridges and any culvert with a span greater than three meters. The inspections are completed by qualified personnel who develop recommendations with respect to the optimal renewal strategy, including minor repairs, rehabilitation or replacement of the assets. The results of these assessments are used to develop the Municipality's annual bridge/culvert capital program.
- The strategy for the water mains is based on a Needs Study that was completed in 2002. This Study provided immediate, short term, and long term needs of work based on the break history, water quality (i.e. rusty water) and hydraulic deficiencies. The study determined that there was approximately \$11 million of work, with \$3.5 million being required in the immediate and short term. The Municipality currently uses the results from the study to prioritize the capital water main projects. The majority of the work identified in the immediate needs and approximately half of the work identified in the short term needs has been completed.
- The strategy for the sidewalks is based on a sidewalk needs study that was completed by the Municipality. The study provided information on the condition

of the sidewalks and provided a prioritized list of needs based on the road classification and the size of the displacements. The municipality uses the results of the sidewalk assessment to develop the annual sidewalk replacement program.

These three established asset management strategies are seen as best practices in the municipal asset management industry and should be continued by the Municipality. However, they can be refined over subsequent iterations to ensure that they align with the Municipality's asset management goals.

5.4 Long Term Infrastructure Needs

Figure 7 provides the long term (100 year) capital investment needs for the renewal of the Municipality's existing infrastructure based on a strategic review of the replacement cost and theoretical useful life of each asset. The average existing infrastructure needs is approximately \$13.1 million per year to be sustained (in constant 2015 dollars) using this strategic approach. Over the coming years, the Municipality will continually review the infrastructure needs as better information becomes available and as technological improvements reduce the cost of renewing infrastructure.



With the addition of the out-of-scope assets, as well as the refinement of the replacement values for the linear assets, this is an annual increase of \$6.1 million dollars from the previous 2013 AMP. This increases the total annual investment need for all assets in the Municipality to approximately \$13.1 million to be renewed over the long term. The total annual replacement value of \$13.1 million includes both tax levy funded assets, as well as water and wastewater funded assets. As identified in Table 10, the tax levy portion is \$8.6 million and the combined water and wastewater assets is \$4.5 million per year.

Table 10 - Long Term Renewal Needs - 2013 Compared to 2016

| 2103 | 2016 | Difference |
|---|---|---|
| <ul style="list-style-type: none"> • Tax Levy In-scope assets = ~ \$2.0 M/yr | <ul style="list-style-type: none"> • Tax Levy In-scope assets = ~ \$5.1 M/yr | <ul style="list-style-type: none"> • Tax Levy In-scope assets = ~ \$3.1 M increase |
| <ul style="list-style-type: none"> • Utility In-scope assets = ~ \$2.8 M/yr | <ul style="list-style-type: none"> • Utility In-scope assets = ~ \$4.5 M/yr | <ul style="list-style-type: none"> • Utility In-scope assets = ~ \$1.7 M increase |
| <ul style="list-style-type: none"> • Out-of-scope assets = ~ \$2.2 M/yr | <ul style="list-style-type: none"> • Out-of-scope assets = ~ \$3.5 M/yr | <ul style="list-style-type: none"> • Out-of-scope assets = ~ \$1.3 M increase |
| <ul style="list-style-type: none"> • Total = ~ \$7.0 M/yr | <ul style="list-style-type: none"> • Total = ~ \$13.1 M/yr | <ul style="list-style-type: none"> • Total = ~ \$6.1 M increase |

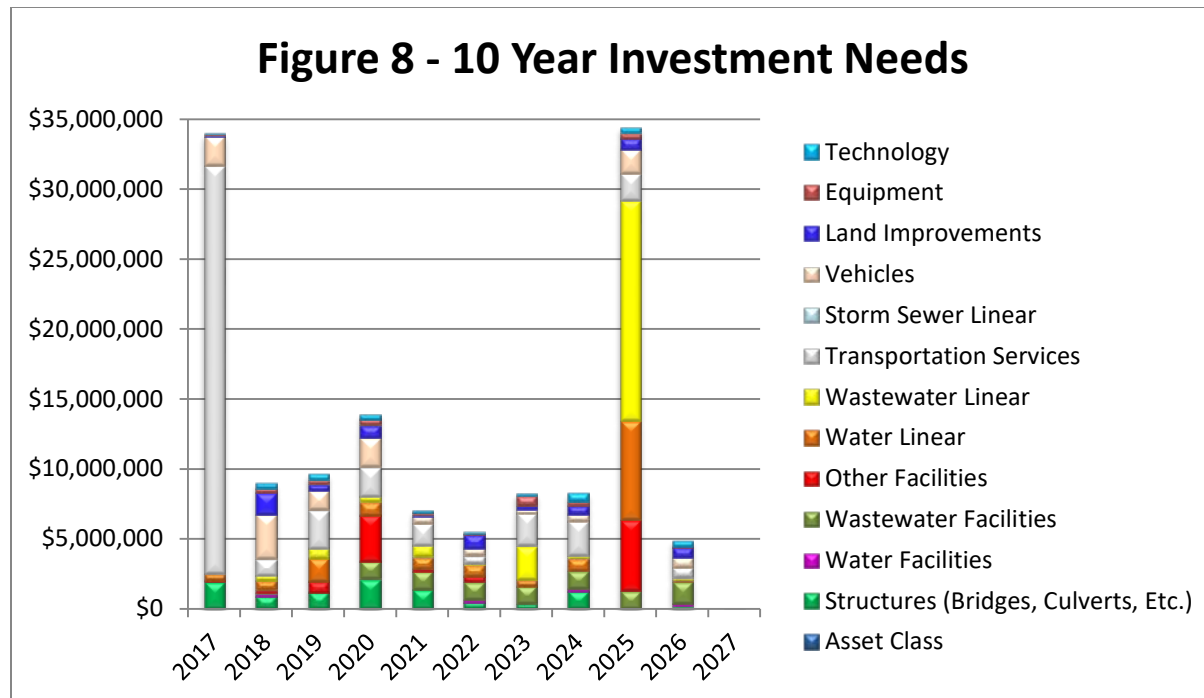
5.5 Short Term Infrastructure Needs - Managing Risk

This AMP establishes the management of risk as the primary method for developing an asset management strategy. This strategy is to prioritize the renewal of infrastructure that represents a high risk to the Municipality – essentially assets that are in poor condition and would have a significant impact on service levels or cause other significant consequences if they were to fail. This risk management strategy develops a renewal plan that is based on addressing the highest risk assets first according to the risk categories that were established in Section 2 of this report and three scenarios for the renewal timing summarized in Table 11.

Table 11 – Renewal Strategy based on Risk Category

| Risk Category | Renewal Time Period |
|----------------------|---|
| High | Immediate |
| Medium-High | Short Term (next 5 years) |
| Medium | Medium Term (next 15 years) |
| Medium-Low and Low | Long Term - regular planned renewal based on age of asset and expected useful life or when asset reaches a higher risk level (i.e. probability or consequence of failure increases) |

Figure 8 provides the prioritized (10 year) capital investment needs for the Municipality's infrastructure using the risk-based asset management strategy summarized in Table 11. It is apparent that over the next 10 years there are priority assets in all of the infrastructure groups in the Municipality.



5.6 Asset Management Strategies to Reduce the Cost of Infrastructure Needs

The Municipality has committed to advancing asset management practices in the organization. However, some of these processes will take several years to develop. The infrastructure needs provided in Figures 7 and 8 are based on the assumption that the Municipality will replace the existing infrastructure with an identical asset. However, it may be feasible to replace infrastructure at a lower cost by using alternative procurement methods, rehabilitating assets, or by taking advantage of other technological advancements that reduce the cost of asset renewal activities.

The following is a list of strategies that the Municipality should consider to reduce the costs of addressing the infrastructure needs:

- Review the potential cost savings of multi-year contracts to renew infrastructure (i.e. road resurfacing, water main replacement, etc.). This may reduce the unit costs of the capital construction projects.
- Review the potential cost savings of undertaking partnerships with neighbouring municipalities to achieve greater economies of scale with respect to infrastructure replacement contracts. This may reduce the unit costs of the capital construction projects.
- Review the potential cost savings of undertaking structural rehabilitation of water mains or sewers. However, it is recognized that it may not be cost-effective to complete these types of rehabilitation activities in smaller municipalities where the cost of replacement is lower than in large municipalities and the cost of the rehabilitation is often more expensive due to quantities of scale and the availability of qualified contractors.
- Review the feasibility of rehabilitating some assets instead of replacing them. Rehabilitation can result in lower long term costs of owning and operating some assets.
- Collect and review additional condition/performance information for the Municipality's infrastructure to better assess the probability of failure. For example, tracking and reviewing water main break records is a much better indicator for the future probability of failure of the asset. This analysis can then be used to adjust the infrastructure needs.
- Consider non-infrastructure solutions to achieve service levels. For example, providing a safe bicycling environment could be accomplished by installing improved signage or undertaking educational campaigns rather than constructing new bicycle lanes.
- Consider consolidating or eliminating redundant infrastructure. For example, closing some facilities that are under-utilized and which have alternate facilities that can be used by the community will reduce the long term infrastructure needs while maintaining service levels.

- Complete detailed investigations into the operating and maintenance costs of the Municipality's infrastructure, and complete analyses to determine if they are within industry standards or if they can be optimized to reduce the long term costs. For example, this may demonstrate that the construction of a new, energy efficient facility to replace an old facility will have a long term financial savings to the Municipality.

5.7 Short Term Implementation Activities

To support the strategies listed in Section 4.5, Table 12 provides a series of recommended activities that the Municipality should consider undertaking to advance Asset Management across the organization. Some of the recommendations are general and can apply to all assets in the Municipality, while others are specific to one asset type. The recommendations are listed in a prioritized sequence with an estimated cost for completing each activity.

Table 12 – Short Term Implementation Activities

| Project Number | Description | Estimated Cost |
|-----------------------|--|---|
| 1 | <p>Continue to Develop the Municipality’s GIS Database of Assets</p> <p>Over the past few years, the Municipality has started the process to develop a Geographic Information System (GIS) database to store asset information. A GIS is an ideal system for storing information that can be used to manage the Municipality’s asset, particularly for linear assets. The Municipality should consider continuing to develop and populate the asset portfolios in their GIS.</p> <p>Through this process, the Municipality will determine how the linear assets are broken down into segments (i.e. from intersection to intersection) and what pieces of information should be collected for each asset type. These two elements will establish the data hierarchy for each linear asset type. The following points summarize some of the factors to consider when updating the GIS:</p> <ul style="list-style-type: none"> • The information that is required to complete the Tangible Capital Asset reporting should be included for each asset in the GIS (i.e. acquisition cost, year of installation & amortization period/useful life). • The information that is required for modeling water distribution or sanitary sewer collection systems should be included for each relevant asset in the GIS. • Water main break records should be tracked with the specific asset from the GIS noted. <p>It is recognized that the Municipality has limited internal GIS capabilities that can be used for the purposes of implementing this recommendation. Therefore, the Municipality should seek opportunities to develop and populate asset portfolios in combination with completing some of the other activities recommended in the following projects listed in this Table.</p> | <p>\$30,000 per year (Some work may be done by internal staff)</p> |

| | | |
|-----------------|--|--------------------------------------|
| <p>2</p> | <p>Update the Needs Study for the Water Distribution System in the Municipality</p> <p>A Needs Study for a water distribution system reviews and compares the available system performance (typically through the use of a hydraulic model of the system) with a set of target service levels (i.e. target water pressures or fire flow rates) to establish a list of prioritized needs in the system. The list of needs will indicate which water mains need to be larger, where additional looping may be required, if there are any concerns with the layout of pressure zones, and other improvements that may be required to the system. A Needs Study may also consider the condition of the water mains (through break records or material/age) and other system performance concerns, such as water quality complaints. The previous Needs Study was completed in 2002. The municipality should considering updating the Needs Study.</p> | <p>\$25,000</p> |
| <p>3</p> | <p>Continue with the Bi-Annual Bridge Inspection Program</p> <p>The Municipality conducts bi-annual inspections of the bridges and large culverts in accordance with Provincial regulations. The information is collected in a spreadsheet and used by the Municipality to establish the renewal needs. This process needs to be continued to comply with Provincial regulations. The Municipality should also map the locations of the bridges and large culverts in the GIS when the internal resources are available or include this as part of the scope during the next round of inspections.</p> | <p>\$75,000 every 2 years</p> |

| | | |
|---|---|--|
| 4 | <p>Update the Asset Inventory/State of Infrastructure Database on an Ongoing Basis</p> <p>On an ongoing basis, the Municipality should consider updating the database that houses the Asset Inventory and State of Infrastructure analysis. The updating process will include:</p> <ul style="list-style-type: none"> • Adding or removing assets. • Updating the inventory information such as year of construction and replacement value. • Updating the probability of failure scores based on condition assessment information (when available). • Updating the consequence of failure scores based on an improved understanding of the assets or infrastructure systems (when available). <p>It is recognized that the Municipality may have limited internal resources to complete this updating process internally. If the Municipality decides to complete the updating of the database using external assistance, then staff should develop a process to monitor and track any information that is received that could be useful to update the database (i.e. any new condition information that is available, any experiences that would suggest that the consequence of failure scores for a particular asset group should be revised, etc.).</p> | <p>\$10,000 per year (Some work may be done by internal staff)</p> |
| 5 | <p>Update the Asset Management Plan Report on a Routine Basis</p> <p>The first Asset Management Plan (AMP) Report was prepared in 2013. This Implementation Strategy has been developed based on the understanding of the Asset Management tools and processes that were in place during the development of the AMP. The Municipality should consider updating the AMP on a routine basis (i.e. every 5 years).</p> | <p>\$40,000 per update</p> |
| 6 | <p>Develop a Storm Water Facility Management Plan</p> <p>The Municipality has assumed storm water facilities over the past 20 years, most notably storm water ponds. These facilities are typically constructed by developers, after which their operation, maintenance and renewal needs are turned over to the Municipality. The Municipality should consider developing a Storm Water Facility Management Plan that includes the following:</p> <ul style="list-style-type: none"> • What will be assessed (condition of infrastructure, depth of sediment in ponds, effluent quality, etc.) • How often the facilities will be assessed • Where will the data be stored (i.e. GIS) | <p>\$20,000</p> |

| | | |
|-----------------|--|--|
| <p>7</p> | <p>Conduct 1 Pilot Assessment and Develop a Data Hierarchy for the Facilities in the Municipality</p> <p>The Municipality should consider conducting a pilot assessment of one water/wastewater facility. The assessment should review the condition and performance of the various components in the facility, including a review of operating and maintenance costs benchmarked against industry average values. The assessment should establish immediate maintenance issues, as well as short term and long term capital needs. Through this project a data hierarchy will be established for the facilities that will be used as the basis for the Asset Portfolio. A data hierarchy is the structure of how the assets will be tracked in the Asset Management databases in the Municipality. Establishing the data hierarchy for the facilities will determine:</p> <ol style="list-style-type: none"> 1. How the facilities will be broken down into individual components. 2. The information that will be collected for each component (i.e. specific condition and performance data). <p>The following points summarize some factors to consider when establishing the data hierarchy for facilities:</p> <ul style="list-style-type: none"> • Where possible the data hierarchy should be consistent across all facilities. • The data hierarchy should be at a level of detail that matches the renewal activities from a practical perspective. • The data hierarchy should be able to house all of the information described in the Asset Management Framework discussion from Appendix B. • The data hierarchy should be structured to be able to track information on the O&M needs of the various components that make up a larger asset. • The data hierarchy should be structured so that the information from the individual components can be “rolled up” to provide information at the level of the entire facility. • The information that is required for Tangible Capital Asset reporting should be collected for each component. | <p>\$100,000</p> |
| <p>8</p> | <p>Conduct Assessments of the Water/Wastewater Facilities</p> <p>The Municipality owns 11 water and wastewater facilities. These facilities are vital to the treatment and distribution/collection of water and wastewater. After the pilot assessment described in Project #7 is complete, the Municipality should consider conducting assessments of all of its water/wastewater facilities using the same approach. The assessments should be prioritized based on the age, current condition and criticality of each facility.</p> | <p>\$10,000 to \$75,000 per facility depending on size and complexity</p> |

5.8 Long Term Implementation Activities

To support the strategies listed in Section 5.5, the following points provide a series of long term activities that the Municipality should consider undertaking. These activities are more general than those listed in Section 5.6, and therefore specific costs have not been assigned to each item:

- Public engagement

The Municipality should develop a program to engage the public with infrastructure decisions. This could include:

- Developing an annual satisfaction survey that can be administered to the public in either random telephone surveys, web-based surveys, in a town-hall environment, etc. Effort should be made to ensure that the survey mechanism also serves to educate residents on the relationship between service levels and the cost of the infrastructure.
- Establishing a process for registering complaints that are received by the Municipality. This could include establishing a formal 3-1-1 call system, or simply logging the calls that are received in a database that tracks information such as where the complaint is, what asset it refers to, and the nature of the complaint.

- Develop a reporting process to communicate the state of infrastructure in the Municipality

A periodic reporting process should be established to communicate to stakeholders in the Municipality how well the infrastructure is meeting the target service levels. This should be a transparent and open process that provides clear results of the performance monitoring and customer satisfaction feedback.

- Consider employing a software application to manage the AM data

There are a number of software applications that will help the Municipality to manage the data that is generated in the various asset management systems

and processes. However, it is strongly recommended that the Municipality complete the short term recommendations from Section 4 before purchasing a software application. This will make sure that the Municipality understands what they want the software applications to do and how they want the system to be designed. These programs can be upwards of \$100,000 for the initial set up, and then require an annual payment in the order of 20% of the initial set up cost.

Through this process, the Municipality should consider the opportunity to expand the use of their existing computerized maintenance management system to store additional asset information and to complete asset management analyses.

- Revise the TCA register

After the data hierarchy is established for each asset type and some (or all) of the Asset Portfolio information has been populated, the Municipality should revise the TCA Register to match the structure of the Asset Portfolio. As described in Section 2, the TCA reporting should eventually be an output of the Asset Portfolio.

6.0 FINANCING STRATEGY

The financing strategy is the final component of the AMP. It provides a plan to move forward with the asset management strategy that was provided in Section 5 of this report.

As previously identified, the average existing infrastructure need is approximately \$13.1 million per year and the average annual investment over the past three years is approximately \$6.3 million per year. The Municipality is facing a large infrastructure deficit like many other municipalities within the Province. Council is aware of this challenge and is committed to increasing the current investment in the existing infrastructure, as identified in the 2016-2018 Community Strategic Plan. This strategic plan was developed prior to the update of the AMP and was based on using the values identified in the 2013 AMP. Strategic Objective 1.1 c is to:

'Increase Infrastructure Funding to reach 50% of the \$4M annual requirement outlined in the Asset Management Plan: 2016 \$1M, 2017 \$1.5M, 2018 \$2.0M'.

Financial sustainability requires that the Municipality ensures that there are sufficient resources available to support the delivery of services that the Municipality has responsibility over. By committing to increase the capital budget by \$500,000 per year, this is a significant step towards reducing the infrastructure gap.

6.1 Review of Municipality Revenues and Capital Expenditures

Section 5 indicated that that on average the Municipality's existing infrastructure needs is approximately \$13.1 million per year to be sustained (refer to Figure 7). The review of infrastructure needs in Section 5 also recognized that over the coming years the Municipality will continually review the infrastructure needs.

Table 13 summarizes the Municipality's actual and budget for expenditures on the renewal of existing infrastructure for the past three years.

Table 13 - Renewal of Existing Infrastructure

| | 2014 Actual | 2015 Actual | 2016 Budget |
|---------------------------------|------------------------|------------------------|------------------------|
| Expenditures: | | | |
| Total General (Tax Supported) | \$ 5,011,019 | \$ 7,715,704 | \$ 2,599,000 |
| Total Water Rate Supported | 833,797 | 20,260 | 1,500,000 |
| Total Wastewater Rate Supported | 486,614 | 42,436 | 200,000 |
| Total Expenditures | \$ 6,331,429 | \$ 7,778,400 | \$ 4,299,000 |
| Revenues: | | | |
| Property Tax | \$ 307,251 | \$ 247,022 | \$ 348,000 |
| Other General Revenue | 4,703,767 | 7,468,682 | 2,251,000 |
| General (Tax Supported) Budget | \$ 5,011,019 | \$ 7,715,704 | \$ 2,599,000 |
| Water Rate | 641,841 | 20,260 | 1,321,000 |
| Other Water Revenue | 191,955 | - | 179,000 |
| Water Budget | \$ 833,797 | \$ 20,260 | \$ 1,500,000 |
| Wastewater Rate | 486,614 | 249 | 200,000 |
| Other Wastewater Revenue | - | 42,187 | - |
| Wastewater Budget | \$ 486,614 | \$ 42,436 | \$ 200,000 |
| Total Revenues | \$ 6,331,429 | \$ 7,778,400 | \$ 4,299,000 |

The 'Other' revenues identified include revenues such as grants, withdrawals from Municipal reserves and reserve funds, Development Charges, fundraising, etc.

6.2 Financing Shortfall

Table 14 summarizes the expenditures compared to the long term needs. The average annual shortfall over the 2014-2016 period for all municipal assets is approximately \$6.1 million per year.

Table 14 - Review of Financing Shortfall

| | 2014 Actual | 2015 Actual | 2016 Budget |
|---|------------------------|------------------------|------------------------|
| Total Expenditures | \$ 6,331,429 | \$ 7,778,400 | \$ 4,299,000 |
| Total Contribution to Asset Replacement Reserve | - | - | 350,000 |
| Total Annual Investment in Capital | \$ 6,331,429 | \$ 7,778,400 | \$ 4,649,000 |
| Average Annual Long Term Needs | 13,100,000 | 13,100,000 | 13,100,000 |
| Annual Shortfall | \$ 6,331,429 | \$ 7,778,400 | \$ 4,299,000 |
| Average Annual Shortfall | \$ 6,136,276 | | |

6.3 Addressing the Financing Shortfall over the Short Term

The following is a list of options that should be considered to address the financing shortfall:

1. Implement the asset management activities described in Section 5.7 of this AMP
Asset Management is not something that is done once. It is a series of policies, processes and systems that are continually refined. The Municipality is realistic in their understanding that it will take several years to complete all of the activities that are recommended in Section 5.7 of this report. As the Municipality

advances formalized Asset Management processes and systems, Staff, Council and citizens will become more engaged in the administration of infrastructure and the services that it provides. This AMP should be viewed as the first step in a long range plan to achieve the strategies to improve the management of the Municipality's infrastructure that are listed in Section 5.6.

2. Continue to increase the investment in infrastructure by increasing the capital budget for general asset (funded by tax levy) in the amount of \$500,000 per year, as identified in the Community Strategic Plan. This increase is approximately 3% of the 2016 approved budget levy requirement.

In 2014, a Water and Wastewater Study was conducted, which included a financial plan derived from an in-depth analysis of capital and operating needs, a review of current and future demand versus supply, as well as consideration of available funding sources. The result of this analysis was to include annual increases to the water and wastewater rates for the 10 year forecast period of 2015 to 2024, which has occurred for 2015 and 2016. The rate increases identified in the Financial Plan will remain in effect until the next study and financial plan is developed in 2019. There will be a regular review of the comparison of the financial projections in the study with actual results. These variances will be incorporated into the 2019 plan revisions.

3. Pursue Provincial and Federal grants whenever possible

The Capital Budget assumes only Gas Tax funding and Ontario Community Infrastructure Funding from the Provincial and Federal Governments. This is a conservative approach that is recommended in the Provincial Government's Asset Management guide. Both senior levels of government have acknowledged that they should share in addressing the infrastructure funding gap. It is reasonable to assume that funds will become available in the future from both senior levels of government. Port Hope should develop a methodology to secure a share of these funds.

6.4 Addressing the Financing Shortfall over the Long Term

The best approach to address the long-term financing shortfall is committing to the strategies summarized in Section 5.6 and implementing the specific activities summarized in Section 5.7. This will allow the Municipality to prepare a more refined estimate of the infrastructure needs that is not simply based on replacing infrastructure when it is at the end of its useful life.

7.0 CONCLUSIONS AND RECOMMENDATIONS

This second iteration of the AMP identifies a long-term need of approximately \$13.1 million per year to renew the Municipality's existing infrastructure for the assets.

This long-term need has been established based on a strategic review of the Municipality's asset inventory. It is important to recognize that the Municipality is striving to reach a position where the infrastructure needs equal the available revenues. Over the coming years, the Municipality will continually review the infrastructure needs as better information becomes available and as technological improvements reduce the cost of renewing infrastructure. The Municipality will also consider approaches to increase the revenue that is available to fund the renewal of existing infrastructure, including pursuing Provincial or Federal infrastructure grants. This strategy positions the Municipality on a path to ultimately reach a point where the infrastructure needs equal the available revenues.

8.0

APPENDIX A

Information and Assumptions used to Develop Long Term and
Prioritized Short Term Renewal Needs

| Asset Group | Probability of Failure Score (1 = low, 5 = high) ¹ | Consequence of Failure Score (1 = low, 5 = high) ² | Useful Life (Years) | Cost | | | | | | | | | | | | | | |
|--|---|---|------------------------|--|-----------|------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|-------|----------|
| Public Works – Linear Assets – Water mains | Based on Age only – Refer to Tables 3 & 5 in Section 2 of the AMP | Pipe Diameter: <100mm = 1 150 mm to 100 mm = 2 200 mm = 3 250 mm = 4 >300 mm = 5 Assumptions: <ul style="list-style-type: none"> Larger diameter mains (300 mm and larger) service water facilities, and are therefore already flagged as high consequence. | Water main = 80 | \$/m = Pipe Dia.(mm) <table border="1" data-bbox="1677 483 1980 889"> <thead> <tr> <th>Pipe (mm)</th> <th>\$/m</th> </tr> </thead> <tbody> <tr> <td>100mm</td> <td>\$773/m</td> </tr> <tr> <td>150mm</td> <td>\$780/m</td> </tr> <tr> <td>200mm</td> <td>\$811/m</td> </tr> <tr> <td>250mm</td> <td>\$910/m</td> </tr> <tr> <td>300mm</td> <td>\$967/m</td> </tr> <tr> <td>400mm</td> <td>\$1292/m</td> </tr> </tbody> </table> | Pipe (mm) | \$/m | 100mm | \$773/m | 150mm | \$780/m | 200mm | \$811/m | 250mm | \$910/m | 300mm | \$967/m | 400mm | \$1292/m |
| Pipe (mm) | \$/m | | | | | | | | | | | | | | | | | |
| 100mm | \$773/m | | | | | | | | | | | | | | | | | |
| 150mm | \$780/m | | | | | | | | | | | | | | | | | |
| 200mm | \$811/m | | | | | | | | | | | | | | | | | |
| 250mm | \$910/m | | | | | | | | | | | | | | | | | |
| 300mm | \$967/m | | | | | | | | | | | | | | | | | |
| 400mm | \$1292/m | | | | | | | | | | | | | | | | | |

Notes:

1. Probability of Failure and Consequence of Failure scores are a first iteration completed during the development of this AMP and will be adjusted by staff on an ongoing basis to refine the prioritization of asset to renewal.
2. Useful life and Replacement Costs are theoretical industry standards based on the Municipality’s TCA information and generalizations within each asset group and will be adjusted by staff on an ongoing basis to refine the long term renewal needs.

| Asset Group | Probability of Failure Score (1 = low, 5 = high) ¹ | Consequence of Failure Score (1 = low, 5 = high) ² | Useful Life (Years) | Cost | | | | | | | | | | | | | | | | |
|--|---|--|------------------------|---|------------------|-------------|-------|---------|-------|---------|-------|---------|-------|---------|-------|----------|--------|----------|--------|----------|
| Public Works – Linear Assets Sanitary Sewers | Based on Age only – Refer to Tables 3 & 5 in Section 2 of the AMP | Pipe Diameter: Gravity Mains: <150 mm = 1 200 mm = 2 250 mm = 3 300 mm to 375 mm = 4 >450 mm = 5 Force Mains: <300 mm = 4 >300 mm = 5 | Sanitary sewer = 80 | \$/m = Pipe Dia.(mm) <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Pipe (mm)</u></th> <th style="text-align: left;"><u>\$/m</u></th> </tr> </thead> <tbody> <tr> <td>200mm</td> <td>\$746/m</td> </tr> <tr> <td>250mm</td> <td>\$809/m</td> </tr> <tr> <td>300mm</td> <td>\$872/m</td> </tr> <tr> <td>375mm</td> <td>\$948/m</td> </tr> <tr> <td>450mm</td> <td>\$1088/m</td> </tr> <tr> <td>525 mm</td> <td>\$1144/m</td> </tr> <tr> <td>600 mm</td> <td>\$1189/m</td> </tr> </tbody> </table> | <u>Pipe (mm)</u> | <u>\$/m</u> | 200mm | \$746/m | 250mm | \$809/m | 300mm | \$872/m | 375mm | \$948/m | 450mm | \$1088/m | 525 mm | \$1144/m | 600 mm | \$1189/m |
| <u>Pipe (mm)</u> | <u>\$/m</u> | | | | | | | | | | | | | | | | | | | |
| 200mm | \$746/m | | | | | | | | | | | | | | | | | | | |
| 250mm | \$809/m | | | | | | | | | | | | | | | | | | | |
| 300mm | \$872/m | | | | | | | | | | | | | | | | | | | |
| 375mm | \$948/m | | | | | | | | | | | | | | | | | | | |
| 450mm | \$1088/m | | | | | | | | | | | | | | | | | | | |
| 525 mm | \$1144/m | | | | | | | | | | | | | | | | | | | |
| 600 mm | \$1189/m | | | | | | | | | | | | | | | | | | | |

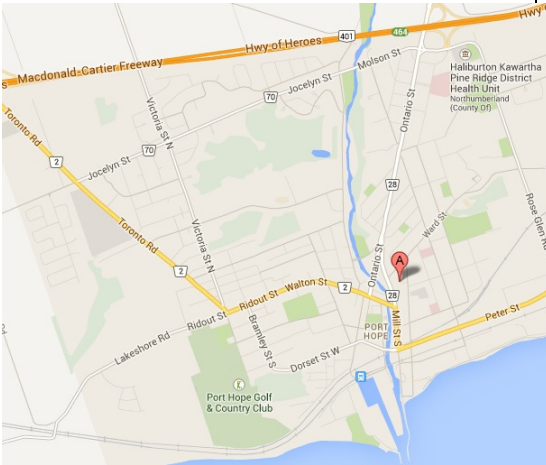
Notes:

1. Probability of Failure and Consequence of Failure scores are a first iteration completed during the development of this AMP and will be adjusted by staff on an ongoing basis to refine the prioritization of asset to renewal.
2. Useful life and Replacement Costs are theoretical industry standards based on the Municipality's TCA information and generalizations within each asset group and will be adjusted by staff on an ongoing basis to refine the long term renewal needs.

| Asset Group | Probability of Failure Score (1 = low, 5 = high) ¹ | Consequence of Failure Score (1 = low, 5 = high) ² | Useful Life (Years) | Cost | | | | | | | | | | | | |
|---|---|---|-------------------------------|---|------------------|-------------|-------|---------|-------|---------|-------|----------|-------|----------|--------|----------|
| Public Works – Linear Assets Storm Sewers | Based on Age only – Refer to Tables 3 & 5 in Section 3 of the AMP | Pipe Diameter: Gravity Mains 200 mm = 1 250 mm to 375 mm = 2 450 mm to 600 mm = 3 675 mm to 900 mm = 4 >1050 mm = 5 | Storm sewer = 80 | $\$/m = \text{Pipe Dia. (mm)} \times 2$ <table border="1"> <thead> <tr> <th><u>Pipe (mm)</u></th> <th><u>\$/m</u></th> </tr> </thead> <tbody> <tr> <td>200mm</td> <td>\$400/m</td> </tr> <tr> <td>250mm</td> <td>\$500/m</td> </tr> <tr> <td>600mm</td> <td>\$1200/m</td> </tr> <tr> <td>900mm</td> <td>\$1800/m</td> </tr> <tr> <td>1050mm</td> <td>\$2100/m</td> </tr> </tbody> </table> | <u>Pipe (mm)</u> | <u>\$/m</u> | 200mm | \$400/m | 250mm | \$500/m | 600mm | \$1200/m | 900mm | \$1800/m | 1050mm | \$2100/m |
| <u>Pipe (mm)</u> | <u>\$/m</u> | | | | | | | | | | | | | | | |
| 200mm | \$400/m | | | | | | | | | | | | | | | |
| 250mm | \$500/m | | | | | | | | | | | | | | | |
| 600mm | \$1200/m | | | | | | | | | | | | | | | |
| 900mm | \$1800/m | | | | | | | | | | | | | | | |
| 1050mm | \$2100/m | | | | | | | | | | | | | | | |
| Public Works – Bridges and Large Culverts | Based on 2016 Bridge Needs Study. | All bridges = 5 All culverts = 4 All footbridges = 4 | Bridges = 75 Culverts = 50 | From replacement costs in 2006 Bridge Needs Study | | | | | | | | | | | | |

Notes:

1. Probability of Failure and Consequence of Failure scores are a first iteration completed during the development of this AMP and will be adjusted by staff on an ongoing basis to refine the prioritization of asset to renewal.
2. Useful life and Replacement Costs are theoretical industry standards based on the Municipality's TCA information and generalizations within each asset group and will be adjusted by staff on an ongoing basis to refine the long term renewal needs.

| Asset Group | Probability of Failure Score (1 = low, 5 = high) ¹ | Consequence of Failure Score (1 = low, 5 = high) ² | Useful Life (Years) | Cost |
|------------------------------|---|---|---|--|
| Public Works – Linear Assets | Based on Age only – Refer to Tables 3 & 5 in Section 3 of the AMP | Major Roads (yellow) = 5 Arterial Roads (white) = 4 Other = 2  | Surface of paved roads = 30 Base of paved roads = 60 | Total = \$450/m Surface = \$110/m Base = \$340/m |

Notes:

1. Probability of Failure and Consequence of Failure scores are a first iteration completed during the development of this AMP and will be adjusted by staff on an ongoing basis to refine the prioritization of asset to renewal.
2. Useful life and Replacement Costs are theoretical industry standards based on the Municipality’s TCA information and generalizations within each asset group and will be adjusted by staff on an ongoing basis to refine the long term renewal needs.

| Asset Group | Probability of Failure Score (1 = low, 5 = high)¹ | Consequence of Failure Score (1 = low, 5 = high)² | Useful Life (Years) | Cost |
|---------------------------------|---|---|--------------------------------|---|
| Public Works – Unpaved Roads | Based on Age only – Refer to Tables 3 & 5 in Section 3 of the AMP | All unpaved roads = 1 | Unpaved roads = 40 | From TCA database |
| Public Works –Traffic Lights | Based on Age only – Refer to Tables 3 & 5 in Section 3 of the AMP | All traffic lights = 4 | Traffic lights = 20 | From TCA database |
| Public Works – Streetlights | Based on Age only – Refer to Tables 3 & 5 in Section 3 of the AMP | All streetlights = 3 | Streetlights = 50 | From streetlight inventory Wooden pole = \$600 Separate pole and base = \$2900 Decorative light = \$8700 |

Notes:

1. Probability of Failure and Consequence of Failure scores are a first iteration completed during the development of this AMP and will be adjusted by staff on an ongoing basis to refine the prioritization of asset to renewal.
2. Useful life and Replacement Costs are theoretical industry standards based on the Municipality's TCA information and generalizations within each asset group and will be adjusted by staff on an ongoing basis to refine the long term renewal needs.

| Asset Group | Probability of Failure Score (1 = low, 5 = high) ¹ | Consequence of Failure Score (1 = low, 5 = high) ² | Useful Life (Years) | Cost |
|-----------------------------|---|--|---------------------------------|--------------------|
| Public Works – Sidewalks | Based on 2013 Sidewalk Needs Study – Rating: Rating A = 5 Rating B = 3 Rating C = 1 | All sidewalks = 2 | Sidewalk = 50 | Sidewalk = \$125/m |
| Public Works – Buildings | Based on Age only – Refer to Tables 3 & 5 in Section 3 of the AMP | Joint Operation Centre = 5 Water treatment plant mechanical and electrical equipment = 5 All other water building assets = 4 All wastewater building assets = 4 Transportation and other garages/storage = 3 | M&E = 20 Structural = 50 | From TCA database |

Notes:

1. Probability of Failure and Consequence of Failure scores are a first iteration completed during the development of this AMP and will be adjusted by staff on an ongoing basis to refine the prioritization of asset to renewal.
2. Useful life and Replacement Costs are theoretical industry standards based on the Municipality's TCA information and generalizations within each asset group and will be adjusted by staff on an ongoing basis to refine the long term renewal needs.

9.0

APPENDIX B

Overview of the Asset Management Framework

Overview of the Asset management framework

9.1 RVA’s Asset Management Framework

RVA uses a framework to guide the improvement of asset management systems. This Framework is shown in Figure B1. The Framework shows how all of the asset management activities that will be described in the following sections of this report align with the AMP. Figure B1 also shows how the major sections of the AMP align with the Framework.

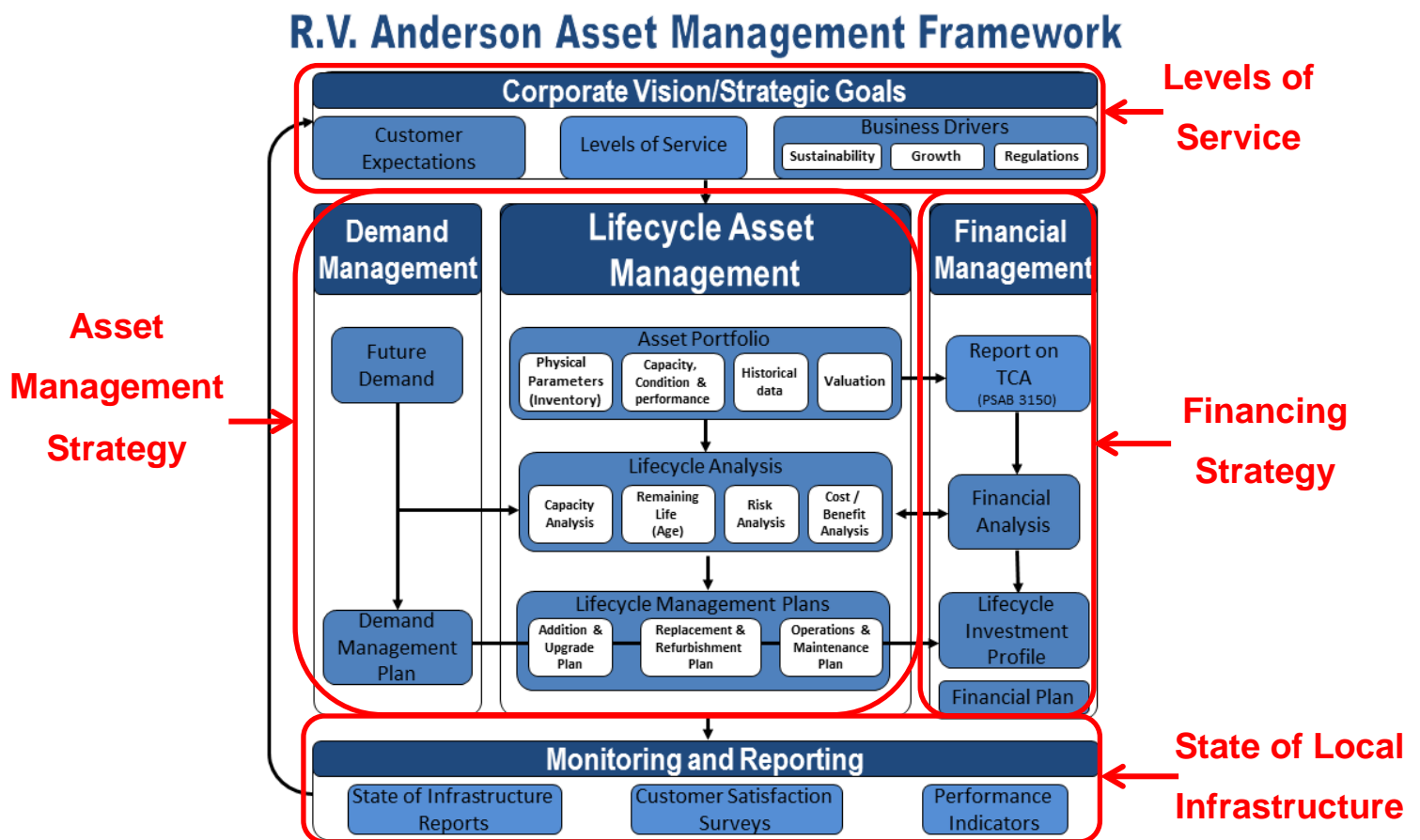


Figure B1 – RVA Asset Management Framework

9.2 Corporate Vision/Strategic Goals

The first section of the AM Framework is related to establishing the Corporate Vision or Strategic Goals of the Municipality. This section is referred to as the Levels of Service in the Provincial Guide. It includes all of the policies and goals of the organization as it relates to meeting the expectations of its customers (residents), establishing levels of service and setting other drivers for business in the Municipality, such as accommodating growth.

9.2.1 Customer Expectations

Customer expectations are one of the most important considerations when developing plans to manage the Municipality's infrastructure. They are used to determine how much of each type of infrastructure is needed to meet the expectations of the community. Most municipalities try to predict what their customers expect, and then manage the feedback they receive to change their service level targets. The Municipality currently uses an informal feedback mechanism of responding to direct citizen complaints or using direction from Council to understand customer expectations.

9.2.2 Levels of Service

Levels of service define the end goal of the asset management plan. They are used to drive the information that is collected and the decisions that are made with respect to the construction or renewal of infrastructure in the Municipality. Levels of service can be related to corporate goals, regulations or customer expectations (described above). It is important to establish levels of service that relate to both condition and capacity of the infrastructure in a format that can be tracked using associated performance measures. The first iteration of the Municipality's AMP included a summary of the existing service levels for the various asset groups.

9.2.3 Business Drivers

It is also important to establish other goals of the Municipality that will impact infrastructure. Some of these are related to regulations, such as the Accessibility for Ontarians with Disabilities Act (AODA). Other business drivers are based on encouraging various types of development or decreasing the impact that the Municipality has on the natural environment. These drivers will have a corresponding impact on how infrastructure is planned, designed and constructed.

9.3 Life Cycle Asset Management and Demand Management

The second section of the AM Framework houses the primary “hands on” asset management tools and processes. This section is referred to as the Asset Management Strategy in the Provincial Guide. It includes all of the information and processes that are required to optimize the decision making process with respect to infrastructure renewal or new construction.

9.3.1 Asset Portfolio

The asset portfolio is the most significant component of an asset management system. It houses all of the data that is used to make life cycle investment decisions regarding asset renewal, expansion/new construction or decommissioning. The asset portfolio should include the following information:

- The physical parameters of each asset, such as the age, size and location.
- Information on the capacity, condition or performance of each asset.
- Historical data for each asset, such as the condition ratings from previous assessments or the historical maintenance records.
- The value of the asset for use in renewal planning or for accounting purposes (i.e. TCA reporting).

The Municipality maintains several separate inventories of their assets. The Finance Department manages a TCA register with individual assets. The Public Works Department maintains a series of databases on the roads, bridges, sidewalks and

facilities. The Ganaraska Region Conservation Authority maintains a GIS database on the water mains, sanitary sewers, and storm sewers.

In coordination with the asset portfolio, the data hierarchy for each asset type is an essential component to managing the Municipality's infrastructure. A data hierarchy is the structure of how the assets will be tracked in the Asset Management databases in the Municipality. A data hierarchy defines two important elements of the asset portfolio:

1. Establishing how each asset class is broken down into individual assets, such as the segmentation of linear assets and how large facilities are broken down into smaller components.
2. Establishing the type of information that is collected for each asset.

It should be recognized that the Municipality's TCA inventory is not structured in a way that can be used as part of an asset management program.

9.3.2 Lifecycle Analysis

The Lifecycle Analysis section of the Framework uses the information contained in the Asset Portfolio to make an optimized decision. Some of the information that is used to make these decisions are listed as follows, however it should be noted that there are other pieces of information that can be used in this process:

- Analysis of the capacity of the infrastructure, supported through studies based on engineering or planning fundamentals (i.e. Master Plans, Needs Studies, Provision Plans, etc.).
- The amount of remaining life for each asset supported by condition assessments or growth projections that could result in the remaining life being limited due to capacity concerns.
- Risk assessments that are supported by a review of both the consequence and probability of failure.
- A review of options using a structured cost/benefit analysis.

The Municipality has limited information on the capacity deficiencies of the majority of the assets. The TCA register does contain the asset age and estimates of the useful life that are used for accounting purposes. This information is sufficient for the purposes of estimating remaining life in lieu of estimates that are derived from condition assessment activities. The TCA register also contains information that can be used to complete a basic risk analysis, such as sizes/descriptions of assets that can be used to estimate the consequence of failure and the age of the asset that can be used to estimate the probability of failure. The Municipality does not have any other risk information of the assets that are derived from a full review of individual systems (i.e. water distribution system risk assessments).

9.3.3 Lifecycle Management Plans

Lifecycle Management Plans take the results of the various Lifecycle Analyses that can be made using the information in the Asset Portfolio to develop infrastructure plans, including:

- The construction of new infrastructure.
- The renewal (replacement or rehabilitation) of existing infrastructure.
- The refinement of O&M strategies (i.e. increased preventative maintenance).

The combined set of plans establishes the prioritized series of infrastructure activities that are used to prepare the capital and operating budgets. In the first AMP, the lifecycle management plan was to address the highest risk infrastructure over the next 15 years.

9.3.4 Demand Management

Demand management refers to using growth projections to determine the future infrastructure needs, and then preparing a plan, in combination with the lifecycle management plans, to construct new or expand existing infrastructure. The Municipality has an understanding of the infrastructure needs to service new development through

the Development Change background studies that have been prepared for the various areas in the Municipality.

9.4 Financial Management

The third section of the AM Framework is related to the Financial Management of the infrastructure in the Municipality. This section is referred to as the Financing Strategy in the Provincial Guide. It includes all of the information and processes that are required to understand the financial needs of the infrastructure and to develop a plan to financially sustain the infrastructure over the long term.

9.4.1 Report of Tangible Capital Assets

The Asset Portfolio should contain all of the information that is necessary to prepare the mandated annual accounting statements (i.e. TCA reporting). This includes the year of installation, historical cost and useful life of each asset. The Municipality does have all of this information in the TCA register. However, as previously mentioned in the “Asset Portfolio” section, the TCA register should be able to “pull out” the financial statement information from the asset portfolio. In other words, the TCA reporting should be an output of the lifecycle asset management systems. Over the short term the Municipality can continue to produce the TCA reports using the current asset register.

9.4.2 Financial Analysis, Lifecycle Investment Profiles and Financial Plan

The other sections of the Financial Management portion of the AM Framework reviews the infrastructure needs and establishes a plan to finance the activities. These processes are well established in the Municipality and will be refined as the infrastructure needs are better understood. They include processes such as revenue projections, the development of capital plans, establishing operating budgets and setting tax and rate increases.

9.5 Monitoring and Reporting

The final section of the AM Framework is related to the Monitoring and Reporting of how well the infrastructure is meeting the levels of service established in the Corporate Vision/ Strategic Goals section of the Framework. This section is referred to as the State of Local Infrastructure in the Provincial Guide.

9.5.1 State of Infrastructure Reports

State of Infrastructure Reports are one form of monitoring that is often used to communicate how well the assets are doing at achieving the target service levels. The results provide Municipality staff, customers and decisions makers with the information they need to adjust the target service levels or to alter the Lifecycle Asset Management Strategy. In the first iteration of the AMP, the State of Local Infrastructure was analyzed based on the condition of the infrastructure and the risk of failure of each asset.

9.5.2 Customer Satisfaction Surveys

Customer satisfaction surveys are another common tool that can be used to monitor how customers feel about the services that they receive through the infrastructure systems. A simple version of a customer satisfaction survey is a database of 3-1-1 calls. The advantage of customer satisfaction surveys is that they engage the community in the planning and decision making process of their municipality.

9.5.3 Performance Indicators

Performance indicators (also referred to as performance measures) are factors that are used to determine how well each level of service is being achieved. Ideally, each level of service will have an associated performance indicator. The first AMP that was prepared by the Municipality included a series of suggested performance indicators for each level of service.

10.0

APPENDIX C

Detailed Listing of Asset Inventory

| Asset Class | Inventory | Replacement Value (2015 \$) |
|--------------------------------------|------------------|------------------------------------|
| Structures (Bridges, Culverts, Etc.) | | |
| Bridges | 25 | \$ 28,724,000 |
| Culverts | 41 | \$ 11,938,000 |
| Retaining Walls | 5 | \$ 640,000 |
| Stairs | 5 | \$ 250,000 |
| Other | 2 | \$ 60,000 |
| Total | | \$ 41,612,000 |

Municipality of Port Hope
2016 Asset Management Plan
Structures

| Asset Description | Year | Useful Life | % Useful Life Remaining | Age Based Condition | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|---|------|-------------|-------------------------|---------------------|--|------|---|---------------------------------------|--------------------------------------|
| 01B - 022 Barrett Street Bridge | 1985 | 75 | 59% | 3 | 5 | 25 | 2016 | 2017 | 1,899,000 |
| 02C - 065 Eagleson East Culvert | 1967 | 50 | 2% | 4 | 4 | 8 | based on life cycle | 2018 | 266,000 |
| 01C - 079 Entrance Culvert Off Peter St | 1987 | 50 | 42% | 3 | 4 | 12 | 2022 to 2026 | 2018 | 388,000 |
| 02W - 082 Eyman Wall | 1967 | 50 | 0% | 5 | 4 | 20 | 2017 to 2021 | 2018 | 50,000 |
| 02W - 084 Cold Springs Camp Wall | 1967 | 50 | 0% | 5 | 4 | 20 | 2017 to 2021 | 2018 | 50,000 |
| 01W - 087 Pine St South Retaining Wall | 1939 | 50 | 0% | 5 | 4 | 20 | 2017 to 2021 | 2018 | 50,000 |
| 01St - 097 Cavan St Parking Lot Stairs | 1964 | 50 | 0% | 5 | 3 | 15 | 2022 to 2026 | 2018 | 50,000 |
| 01St - 098 Cumberland Street Stairs | 1967 | 50 | 0% | 5 | 3 | 15 | 2022 to 2026 | 2018 | 50,000 |
| 02B - 092 Old Lakeshore Road Bridge | 1901 | 75 | 0% | 5 | 5 | 20 | 2017 to 2021 | 2019 | 242,000 |
| 02C - 048 Brand Culvert | 1948 | 50 | 0% | 5 | 4 | 12 | 2022 to 2026 | 2019 | 188,000 |
| 02C - 062 Entrance Culvert To Lot 9648 | 1967 | 50 | 2% | 4 | 4 | 16 | 2017 to 2021 | 2019 | 93,000 |
| 02C - 072 Jamieson Road Culvert | 1967 | 50 | 2% | 4 | 4 | 12 | 2022 to 2026 | 2019 | 158,000 |
| 01C - 076 Hamilton Road Culvert | 1969 | 50 | 6% | 4 | 4 | 8 | based on life cycle | 2019 | 440,000 |
| 01St - 096 Ward Street Stairs | 1969 | 50 | 0% | 5 | 3 | 15 | 2022 to 2026 | 2019 | 50,000 |
| 02B - 009 Gardeners Bridge | 1945 | 75 | 5% | 4 | 5 | 10 | 2022 to 2026 | 2020 | 670,000 |
| 02B - 010 Mill Street Bridge | 1945 | 75 | 5% | 4 | 5 | 10 | 2022 to 2026 | 2020 | 593,000 |
| 02B - 015 Old Cavan Road Bridge | 1945 | 75 | 5% | 4 | 5 | 10 | 2022 to 2026 | 2020 | 345,000 |
| 02C - 063 Eagleson West Culvert | 1967 | 50 | 2% | 4 | 4 | 8 | based on life cycle | 2020 | 161,000 |
| 01C - 075 Croft Street Culvert | 1944 | 50 | 0% | 5 | 4 | 16 | 2017 to 2021 | 2020 | 365,000 |
| 02B - 002 Sylvan Glen Bridge | 1925 | 75 | 0% | 5 | 5 | 15 | 2022 to 2026 | 2021 | 980,000 |
| 01C - 083 Symons Culvert | 1967 | 50 | 2% | 4 | 4 | 16 | 2017 to 2021 | 2021 | 416,000 |
| 02C - 049 Hydro Bridge (Culvert) | 1943 | 50 | 0% | 5 | 4 | 12 | 2022 to 2026 | 2022 | 148,000 |
| 01C - 081 Littles Creek Culvert | 1965 | 50 | 0% | 5 | 4 | 8 | based on life cycle | 2022 | 195,000 |
| 01St - 094 Dorset Street Stairs | 1972 | 50 | 0% | 5 | 3 | 15 | 2022 to 2026 | 2022 | 50,000 |
| 01St - 095 Jacobs Ladder | 1972 | 50 | 0% | 5 | 3 | 15 | 2022 to 2026 | 2022 | 50,000 |
| 01C - 089 Peacock Blvd Triple Culvert | 1973 | 50 | 14% | 4 | 4 | 8 | based on life cycle | 2023 | 347,000 |
| 02B - 008 Kother Bridge | 1949 | 75 | 11% | 4 | 5 | 10 | 2022 to 2026 | 2024 | 628,000 |
| 02B - 085 Old Railway Overpass | 1915 | 75 | 0% | 5 | 5 | 15 | 2022 to 2026 | 2024 | 301,000 |
| 02C - 058 Oak Hill Road Culvert | 1967 | 50 | 2% | 4 | 4 | 12 | 2022 to 2026 | 2024 | 308,000 |
| 02C - 050 Hydro West Culvert | 1943 | 50 | 0% | 5 | 4 | 12 | 2022 to 2026 | 2026 | 186,000 |
| 02B - 011 Grist Mill Bridge | 1930 | 75 | 0% | 5 | 5 | 15 | 2022 to 2026 | 2027 | 278,000 |
| 02C - 046 Harris Bridge (Culvert) | 1967 | 50 | 2% | 4 | 4 | 8 | based on life cycle | 2027 | 497,000 |
| 02C - 047 Stapleton Culvert | 1967 | 50 | 2% | 4 | 4 | 8 | based on life cycle | 2027 | 293,000 |
| 02C - 051 Wallace Wood Culvert | 1940 | 50 | 0% | 5 | 4 | 8 | based on life cycle | 2027 | 479,000 |
| 02C - 052 Bunker Hill Culvert | 1967 | 50 | 2% | 4 | 4 | 8 | based on life cycle | 2027 | 363,000 |
| 02C - 053 Lesnick Culvert | 1970 | 50 | 8% | 4 | 4 | 8 | based on life cycle | 2027 | 164,000 |
| 02C - 054 Wilson Culvert | 1942 | 50 | 0% | 5 | 4 | 12 | 2022 to 2026 | 2027 | 181,000 |
| 02C - 055 Scott Gray Culvert (Mill St.) | 1967 | 50 | 2% | 4 | 4 | 8 | based on life cycle | 2027 | 204,000 |
| 02C - 056 Decker Hollow Culvert | 1967 | 50 | 2% | 4 | 4 | 8 | based on life cycle | 2027 | 197,000 |
| 02C - 057 Dundee Crescent Culvert | 1967 | 50 | 2% | 4 | 4 | 8 | based on life cycle | 2027 | 159,000 |
| 02C - 059 Plewman Culvert | 1967 | 50 | 2% | 4 | 4 | 12 | 2022 to 2026 | 2027 | 428,000 |
| 02C - 060 Deans Hill Road Culvert | 1967 | 50 | 2% | 4 | 4 | 8 | based on life cycle | 2027 | 651,000 |
| 02C - 061 Walkers Hill Culvert | 1967 | 50 | 2% | 4 | 4 | 8 | based on life cycle | 2027 | 270,000 |
| 02C - 066 Campbells Culvert | 1967 | 50 | 2% | 4 | 4 | 8 | based on life cycle | 2027 | 322,000 |
| 02C - 067 Usacki Culvert | 1967 | 50 | 2% | 4 | 4 | 8 | based on life cycle | 2027 | 360,000 |
| 02C - 068 Dundas Culvert | 1945 | 50 | 0% | 5 | 4 | 8 | based on life cycle | 2027 | 221,000 |
| 02C - 069 Barrie Culvert | 1908 | 50 | 0% | 5 | 4 | 8 | based on life cycle | 2027 | 491,000 |
| 02C - 070 Arts Hill Culvert | 1950 | 50 | 0% | 5 | 4 | 8 | based on life cycle | 2027 | 504,000 |
| 02C - 071 5th Line Road Culvert | 1967 | 50 | 2% | 4 | 4 | 8 | based on life cycle | 2027 | 235,000 |
| 02C - 073 5th Line Road Culvert | 1967 | 50 | 2% | 4 | 4 | 12 | 2022 to 2026 | 2027 | 176,000 |
| 02C - 074 Browns Road Culvert | 1967 | 50 | 2% | 4 | 4 | 8 | based on life cycle | 2027 | 188,000 |
| 01C - 077 Ward Street Culvert | 1964 | 50 | 0% | 5 | 4 | 8 | based on life cycle | 2027 | 222,000 |
| 01C - 093 Littles Creek - Ferguson Farm | 2004 | 50 | 76% | 2 | 4 | 12 | 2022 to 2026 | 2027 | 92,000 |

| | | | | | | | | | |
|--|------|----|-----|---|---|----|---------------------|------|-----------|
| 02B - 007 Anderson Bridge | 1959 | 75 | 24% | 4 | 5 | 10 | 2022 to 2026 | 2034 | 728,000 |
| 01C - 017 Cavan Substation Bridge | 1985 | 50 | 38% | 3 | 4 | 8 | based on life cycle | 2035 | 212,000 |
| 01C - 090 Pine Street Extension Culvert | 1985 | 50 | 38% | 3 | 4 | 8 | based on life cycle | 2035 | 224,000 |
| Oil & Grit Separator | 1950 | 50 | 0% | 5 | 4 | 4 | based on life cycle | 2035 | 30,000 |
| Oil & Grit Separator - Oger | 1950 | 50 | 0% | 5 | 4 | 4 | based on life cycle | 2035 | 30,000 |
| 01C - 078 Peacock Bridge (Culvert) | 1987 | 50 | 42% | 3 | 4 | 8 | based on life cycle | 2037 | 671,000 |
| 01C - 080 Entrance Culvert Off Peter St | 1987 | 50 | 42% | 3 | 4 | 8 | based on life cycle | 2037 | 484,000 |
| 091 - Ottery Storm Culvert | 1990 | 50 | 0% | 5 | 3 | 6 | based on life cycle | 2040 | 8,000 |
| 01B - 039 Reynolds Bridge | 1971 | 75 | 40% | 3 | 5 | 10 | 2022 to 2026 | 2046 | 2,169,000 |
| 01Pb - 027 Peacock Boulevard Footbridge | 1973 | 75 | 43% | 3 | 3 | 6 | based on life cycle | 2048 | 205,000 |
| 02B - 004 Hydro Plant Overpass | 1975 | 75 | 45% | 3 | 5 | 10 | 2022 to 2026 | 2050 | 1,528,000 |
| 02B - 034 Wesleyville Road CNR/CPR | 1975 | 75 | 45% | 3 | 5 | 10 | 2022 to 2026 | 2050 | 5,019,000 |
| 02B - 006 Leslie Bridge (aka Glenn Valley Road Bridge) | 1978 | 75 | 49% | 3 | 5 | 10 | 2022 to 2026 | 2053 | 526,000 |
| 02W - 086 Woodvale Sch Rd Retaining Wall | 2003 | 50 | 0% | 5 | 4 | 20 | 2017 to 2021 | 2053 | 50,000 |
| 02C - 064 Buds Culvert | 2005 | 50 | 78% | 2 | 4 | 8 | based on life cycle | 2055 | 195,000 |
| 01B - 012 Rene Racine Bridge | 1982 | 75 | 55% | 3 | 5 | 10 | 2022 to 2026 | 2057 | 3,436,000 |
| 02B - 001 Marsh Bridge (Canton Bridge) | 1984 | 75 | 57% | 3 | 5 | 10 | 2022 to 2026 | 2059 | 890,000 |
| 01B - 023 Everson Bridge | 1985 | 75 | 59% | 3 | 5 | 10 | 2022 to 2026 | 2060 | 2,540,000 |
| 088 - Dorset St West Retaining Wall | 2010 | 50 | | | 4 | 4 | based on life cycle | 2060 | 440,000 |
| 01B - 013 Gages Creek Bridge | 1986 | 75 | 60% | 2 | 5 | 10 | 2022 to 2026 | 2061 | 2,223,000 |
| 02B - 005 Currely Bridge | 1987 | 75 | 61% | 2 | 5 | 10 | 2022 to 2026 | 2062 | 1,111,000 |
| 01Pb - 024 Barrett Street Footbridge | 2001 | 75 | 80% | 1 | 3 | 6 | based on life cycle | 2076 | 407,000 |
| 01Pb - 026 Keith Richan Footbridge | 2003 | 75 | 83% | 1 | 3 | 6 | based on life cycle | 2078 | 575,000 |
| 02B - 003 Port Britain Bridge | 2005 | 75 | 85% | 1 | 5 | 5 | based on life cycle | 2080 | 698,000 |
| Rotary Park Footbridge | 2011 | 75 | 93% | 1 | 3 | 6 | based on life cycle | 2086 | 521,000 |

\$ 41,612,000

| Asset Class | Inventory | Replacement Value (2015 \$) |
|--------------------|-------------------------|------------------------------------|
| Water Facilities | 1 Water treatment plant | \$ 34,216,099 |
| Total | | \$ 34,216,099 |

Municipality of Port Hope
2016 Asset Management Plan
Water Facilities

| Asset Description | Year | Useful Life | % Useful Life Remaining | Age Based Condition | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|---------------------------------------|------|-------------|-------------------------|---------------------|--|------|---|---------------------------------------|--------------------------------------|
| WTP - Membrane Modules -Train 2 | 2008 | 10 | 20% | 4 | 5 | 20 | 2017 to 2021 | 2018 | 200,000 |
| WTP - Membrane Modules -Train 3 | 2012 | 10 | 60% | 2 | 5 | 10 | 2022 to 2026 | 2022 | 200,000 |
| WTP - Membrane Modules -Train 4 | 2014 | 10 | 80% | 1 | 5 | 5 | based on life cycle | 2024 | 200,000 |
| WTP - Membrane Modules -Train 1 | 2016 | 10 | 100% | 1 | 5 | 5 | based on life cycle | 2026 | 200,000 |
| Dorset St. Standpipe | 1977 | 50 | 22% | 4 | 2 | 2 | based on life cycle | 2027 | 3,000,000 |
| Water Treatment Plant - Mech/Elect | 2008 | 20 | 60% | 2 | 5 | 5 | based on life cycle | 2028 | 12,000,000 |
| Jocelyn St. Reservoir and Pumps | 1976 | 50 | 20% | 4 | 2 | 4 | based on life cycle | 2030 | 2,500,000 |
| Jocelyn St. Reservoir - 2000 Addition | 2000 | 50 | 68% | 2 | 2 | 4 | based on life cycle | 2030 | 1,000,000 |
| Victoria St. Booster Station | 1948 | 50 | 0% | 5 | 3 | 6 | based on life cycle | 2030 | 1,200,000 |
| Water Treatment Plant - Envelope | 2008 | 25 | 68% | 2 | 5 | 5 | based on life cycle | 2033 | 538,169 |
| Water Treatment Plant - Structure | 2008 | 50 | 84% | 1 | 5 | 5 | based on life cycle | 2058 | 9,177,930 |
| Elevated Water Tower-Water Distr | 2010 | 50 | 88% | 1 | 3 | 3 | based on life cycle | 2060 | 4,000,000 |

\$ 34,216,099

| Asset Class | Inventory | Replacement Value (2015 \$) |
|-----------------------|--|------------------------------------|
| Wastewater Facilities | 1 Wastewater treatment plant, 3 pumping stations, 1 storage facility | \$ 46,757,937 |
| Total | | \$ 46,757,937 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Facilities

| Asset Description | Year | Useful Life | % Useful Life Remaining | Age Based Condition | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|--|------|-------------|-------------------------|---------------------|--|------|---|---------------------------------------|--------------------------------------|
| Hope St PS - Electrical Panel | 1988 | 20 | 0% | 5 | 4 | 20 | 2017 to 2021 | 2018 | 45,000 |
| Sewage Treatment Plant - Mech/Elect - Sec#1 | 2009 | 20 | 65% | 2 | 5 | 10 | 2022 to 2026 | 2020 | 1,265,276 |
| Sewage Treatment Plant - Mech/Elect - Sec#2 | 2009 | 20 | 65% | 2 | 5 | 10 | 2022 to 2026 | 2021 | 1,265,276 |
| Sewage Treatment Plant - Mech/Elect - Sec#3 | 2009 | 20 | 65% | 2 | 5 | 10 | 2022 to 2026 | 2022 | 1,265,276 |
| Sewage Treatment Plant - Mech/Elect - Sec#4 | 2009 | 20 | 65% | 2 | 5 | 10 | 2022 to 2026 | 2023 | 1,265,276 |
| Sewage Treatment Plant - Mech/Elect - Sec#5 | 2009 | 20 | 65% | 2 | 5 | 10 | 2022 to 2026 | 2024 | 1,265,276 |
| Sewage Treatment Plant - Mech/Elect - Sec#6 | 2009 | 20 | 65% | 2 | 5 | 10 | 2022 to 2026 | 2025 | 1,265,276 |
| Hope St PS - Concrete Wet Well | 1988 | 50 | 44% | 3 | 4 | 12 | 2022 to 2026 | 2026 | 321,711 |
| Sewage Treatment Plant - Mech/Elect - Sec#7 | 2009 | 20 | 65% | 2 | 5 | 10 | 2022 to 2026 | 2026 | 1,265,276 |
| Sewage Treatment Plant - Mech/Elect - Sec#8 | 2009 | 20 | 65% | 2 | 5 | 10 | 2022 to 2026 | 2027 | 1,265,276 |
| Sewage Treatment Plant - Mech/Elect - Sec#9 | 2009 | 20 | 65% | 2 | 5 | 10 | 2022 to 2026 | 2028 | 1,265,276 |
| Sewage Treatment Plant-Pumping Station | 2009 | 20 | 65% | 2 | 4 | 8 | based on life cycle | 2029 | 434,277 |
| Sewage Treatment Plant - Mech/Elect - Sec#10 | 2009 | 20 | 65% | 2 | 5 | 10 | 2022 to 2026 | 2029 | 1,265,276 |
| Sewage Treatment Plant - Envelope | 2009 | 25 | 72% | 2 | 5 | 5 | based on life cycle | 2034 | 673,062 |
| Sludge Storage Facility | 1991 | 50 | 50% | 3 | 3 | 9 | based on life cycle | 2041 | 644,862 |
| Hope St PS - 2 Submersible Pumps | 2016 | 30 | 100% | 1 | 4 | 4 | based on life cycle | 2046 | 90,000 |
| Mill Street Pumping Station | 2001 | 50 | 70% | 2 | 4 | 8 | based on life cycle | 2051 | 3,016,035 |
| AON (Penryn) Pumping Station | 2008 | 50 | 84% | 1 | 4 | 4 | based on life cycle | 2058 | 2,188,833 |
| Sewage Treatment Plant - Structure | 2009 | 50 | 86% | 1 | 5 | 5 | based on life cycle | 2059 | 26,691,393 |
| \$ 46,757,937 | | | | | | | | | |

| Asset Class | Inventory | Replacement Value (2015 \$) |
|--------------------|------------------|------------------------------------|
| Other Facilities | | \$ 54,925,995 |
| Total | | \$ 54,925,995 |

Municipality of Port Hope
2016 Asset Management Plan
Other Facilities

| Asset Description | Year | Useful Life | % Useful Life Remaining | Age Based Condition | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|---|------|-------------|-------------------------|---------------------|--|------|---|---------------------------------------|--------------------------------------|
| Mary J. Benson Branch - Boiler | 2002 | 20 | 30% | 3 | 2 | 10 | 2020 to 2024 | 2017 | 42,000 |
| Mary J. Benson Branch - Roof | 2002 | 25 | 44% | 3 | 2 | 10 | 2020 to 2024 | 2017 | 41,000 |
| JBSC - Pool Dehumidifier | 1979 | 20 | 0% | 5 | 1 | 0 | based on life cycle | 2017 | 30,000 |
| JBSC - Arena Dehumidifier | 1979 | 20 | 0% | 5 | 1 | 0 | based on life cycle | 2017 | 30,000 |
| Mary J. Benson Branch - Heat Pumps | 2002 | 20 | 30% | 3 | 2 | 10 | 2020 to 2024 | 2018 | 200,000 |
| Fire Hall #3 - Garden Hill | 1982 | 50 | 32% | 3 | 3 | 12 | 2020 to 2024 | 2019 | 800,000 |
| Port Hope Town Hall - 1995 Elevator | 1995 | 20 | 0% | 5 | 2 | 6 | based on life cycle | 2020 | 100,000 |
| Fire Hall #1 - Port Hope | 1970 | 50 | 8% | 4 | 3 | 9 | based on life cycle | 2020 | 2,400,000 |
| RCAC Accessible Lift | 2010 | 20 | 70% | 2 | 1 | 3 | based on life cycle | 2020 | 60,000 |
| Lions Centre | 1970 | 50 | 8% | 4 | 1 | 5 | based on life cycle | 2020 | 525,000 |
| Canton Works - Fuel Shed W/ Fuel System | 1985 | 50 | 38% | 3 | 4 | 16 | 2017 to 2021 | 2020 | 170,000 |
| Port Hope Town Hall - Roof | 1996 | 25 | 20% | 4 | 2 | 2 | based on life cycle | 2021 | 70,000 |
| Mary J. Benson Branch - Cooling Tower/Condensor | 2002 | 20 | 30% | 3 | 2 | 8 | based on life cycle | 2021 | 75,000 |
| Caroline St. Park - Change Room Building | 1971 | 50 | 10% | 4 | 1 | 4 | based on life cycle | 2021 | 50,000 |
| Canton Works - North Sand Dome | 1985 | 50 | 38% | 3 | 3 | 12 | 2022 to 2026 | 2022 | 410,860 |
| Port Hope Town Hall - 2000 Eaves Troughs | 2000 | 25 | 36% | 3 | 2 | 8 | based on life cycle | 2025 | 50,000 |
| Ganaraska Region Archives-Built In 1871 | 1901 | 50 | 0% | 5 | 1 | 2 | based on life cycle | 2025 | 516,000 |
| Chamber Of Commerce/Parking Enforcement | 1969 | 50 | 6% | 4 | 1 | 2 | based on life cycle | 2025 | 190,000 |
| Municipal Development Team Office | 1955 | 50 | 0% | 5 | 2 | 4 | based on life cycle | 2025 | 2,090,000 |
| Chapel/Crypt (Used By AMO) | 1956 | 50 | 0% | 5 | 1 | 5 | based on life cycle | 2025 | 150,000 |
| 1890 Cottage (South End Of Cemetery-AMO) | 1956 | 50 | 0% | 5 | 1 | 5 | based on life cycle | 2025 | 100,000 |
| Agricultural Park -Washroom&Storage Bldg | 1975 | 50 | 18% | 4 | 1 | 4 | based on life cycle | 2025 | 200,000 |
| Lions Centre - 1975 Betterment | 1975 | 50 | 18% | 4 | 1 | 4 | based on life cycle | 2025 | 50,000 |
| Victoria Street Works - Garage Bays | 1975 | 50 | 18% | 4 | 3 | 9 | based on life cycle | 2025 | 736,976 |
| Canton Works - Garage | 1997 | 50 | 62% | 2 | 3 | 12 | 2022 to 2026 | 2025 | 1,000,000 |
| Welcome Park - Washroom/Canteen/Changerm | 1977 | 50 | 22% | 4 | 1 | 4 | based on life cycle | 2027 | 200,000 |
| Fire Hall #2 - Welcome | 1979 | 50 | 26% | 4 | 3 | 9 | based on life cycle | 2029 | 800,000 |
| Jack Burger Sports Complex | 1979 | 50 | 26% | 4 | 1 | 3 | based on life cycle | 2029 | 16,175,000 |
| Port Hope Town Hall - 1851 New Construct | 1901 | 50 | 0% | 5 | 2 | 4 | based on life cycle | 2030 | 6,000,000 |
| Outdoor Washrooms - Municipal Offices | 1971 | 50 | 10% | 4 | 1 | 2 | based on life cycle | 2030 | 130,000 |
| Jack Burger Sports Complex-Low E Ceiling | 2015 | 20 | 95% | 1 | 1 | 1 | based on life cycle | 2030 | 32,000 |
| Marina Building | 1964 | 50 | 0% | 5 | 1 | 5 | based on life cycle | 2030 | 50,000 |
| Memorial Park - Bandshell | 1946 | 50 | 0% | 5 | 1 | 5 | based on life cycle | 2030 | 300,000 |
| Joint Operation Centre - Elect & Mech. | 2011 | 20 | 75% | 2 | 5 | 5 | based on life cycle | 2031 | 1,911,868 |
| Garden Hill Branch(Library Portion Only) | 1982 | 50 | 32% | 3 | 1 | 2 | based on life cycle | 2032 | 230,000 |
| Welcome Park - Canteen w/ Picnic Shelter | 1982 | 50 | 32% | 3 | 1 | 3 | based on life cycle | 2032 | 20,000 |
| Port Hope Town Hall - 2013 HVAC Replace | 2013 | 20 | 85% | 1 | 2 | 6 | based on life cycle | 2033 | 80,000 |
| Ruth Clarke Activity Centre | 1983 | 50 | 34% | 3 | 1 | 3 | based on life cycle | 2033 | 350,000 |
| Municipal Development Team Office - Roof | 2009 | 25 | 72% | 2 | 2 | 4 | based on life cycle | 2034 | 80,000 |
| JSBC - Hot Water Tank | 2014 | 20 | 90% | 1 | 1 | 1 | based on life cycle | 2034 | 68,000 |
| Ruth Clarke Activity Ctr - Betterment #2 | 1984 | 50 | 36% | 3 | 1 | 3 | based on life cycle | 2034 | 75,000 |
| Mary J. Benson Branch - Elevator Upgrade | 2015 | 20 | 95% | 1 | 1 | 2 | based on life cycle | 2035 | 100,000 |
| Police Station - Mechanical & Electrical | 2015 | 20 | 95% | 1 | 5 | 5 | based on life cycle | 2035 | 1,035,000 |
| Baulch Rd Park Comfort Stn- Mech/Elec | 2015 | 20 | 95% | 1 | 1 | 1 | based on life cycle | 2035 | 81,000 |
| Baulch Rd Park Comfort Stn- Spetic | 2015 | 20 | 95% | 1 | 1 | 1 | based on life cycle | 2035 | 15,000 |
| Canton Works - Waste Mgmt Trsf Facility | 1985 | 50 | 38% | 3 | 3 | 9 | based on life cycle | 2035 | 120,000 |
| Canton Works - South Storage Building | 1985 | 50 | 38% | 3 | 3 | 6 | based on life cycle | 2035 | 200,000 |
| Joint Operation Centre - Roof | 2011 | 25 | 80% | 1 | 5 | 5 | based on life cycle | 2036 | 392,879 |
| Port Hope Town Hall - 2011 Window Replac | 2012 | 25 | 84% | 1 | 2 | 2 | based on life cycle | 2037 | 500,000 |
| Canton Municipal Office | 1988 | 50 | 44% | 3 | 2 | 6 | based on life cycle | 2038 | 1,225,000 |
| Columbarium #1 | 1988 | 50 | 44% | 3 | 1 | 2 | based on life cycle | 2038 | 50,000 |
| Garden Hill Park - Storage Shed/Washroom | 1988 | 50 | 44% | 3 | 1 | 3 | based on life cycle | 2038 | 30,000 |
| Wladyka Park - Washroom/Canteen Building | 1988 | 50 | 44% | 3 | 1 | 5 | based on life cycle | 2038 | 200,000 |

| | | | | | | | | | |
|---|------|----|-----|---|---|---|---------------------|------|-----------|
| TPRC - Steel Roof | 2014 | 25 | 92% | 1 | 1 | 1 | based on life cycle | 2039 | 60,000 |
| Police Station - Roof | 2015 | 25 | 96% | 1 | 5 | 5 | based on life cycle | 2040 | 160,000 |
| Police Station - Doors and Windows | 2015 | 25 | 96% | 1 | 5 | 5 | based on life cycle | 2040 | 131,000 |
| Agricultural Park - Concrete Washroom | 1990 | 50 | 48% | 3 | 1 | 4 | based on life cycle | 2040 | 200,000 |
| Baulch Rd Park Comfort Stn-Doors | 2015 | 25 | 96% | 1 | 1 | 1 | based on life cycle | 2040 | 23,000 |
| Marina Building - 1995 Betterment | 1995 | 50 | 58% | 3 | 1 | 3 | based on life cycle | 2045 | 150,000 |
| Fish Cleaning Station/Washrooms | 1996 | 50 | 60% | 2 | 1 | 2 | based on life cycle | 2046 | 200,000 |
| Victoria Street Works - Storage Shed | 1999 | 50 | 66% | 2 | 3 | 9 | based on life cycle | 2049 | 69,728 |
| Mary J. Benson Branch - 2002 Expansion | 2002 | 50 | 72% | 2 | 1 | 2 | based on life cycle | 2052 | 4,500,000 |
| Town Park Recreation Centre | 2002 | 50 | 72% | 2 | 1 | 2 | based on life cycle | 2052 | 2,900,000 |
| Fall Fair Centre (Storage Bldg) | 2002 | 50 | 72% | 2 | 1 | 2 | based on life cycle | 2052 | 375,000 |
| Columbarium #2 | 2003 | 50 | 74% | 2 | 1 | 2 | based on life cycle | 2053 | 50,000 |
| Cemetery Office & Garage | 2003 | 50 | 74% | 2 | 2 | 4 | based on life cycle | 2053 | 125,000 |
| Rotary Park - Gazebo | 2005 | 50 | 78% | 2 | 1 | 2 | based on life cycle | 2055 | 75,000 |
| Joint Operation Centre - Structure | 2011 | 50 | 90% | 1 | 5 | 5 | based on life cycle | 2061 | 3,502,684 |
| Columbarium #3 | 2012 | 50 | 92% | 1 | 1 | 1 | based on life cycle | 2062 | 50,000 |
| Police Station - Structure | 2015 | 50 | 98% | 1 | 5 | 5 | based on life cycle | 2065 | 1,510,000 |
| Baulch Rd Park Comfort Stn - Structure | 2015 | 50 | 98% | 1 | 1 | 1 | based on life cycle | 2065 | 235,000 |
| Baulch Rd Park Comfort Stn - Metal Roof | 2015 | 50 | 98% | 1 | 1 | 1 | based on life cycle | 2065 | 50,000 |
| Baulch Rd Park Comfort Stn-Well | 2015 | 50 | 98% | 1 | 1 | 1 | based on life cycle | 2065 | 22,000 |

\$ 54,925,995

| Asset Class | Inventory | Replacement Value (2015 \$) |
|--------------------|------------------|------------------------------------|
| Water Linear | 91,699 m | \$ 76,845,443 |
| Total | | \$ 76,845,443 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|--------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-302 | RALSTON DR | 391.20 | CI | 150 | 5 | 3 | 33 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2017 | 471,000 |
| P-272 | SHORTT ST | 3.82 | GAL | 50 | 1 | 0 | 0 | 1940 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2018 | 1,621 |
| P-397 | SHORTT ST | 132.72 | GAL | 50 | 0 | 0 | 4 | 1940 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2018 | 56,274 |
| P-1035 | FREEMAN DR | 94.58 | CI | 150 | 2 | 0 | 3 | 1962 | 75 | 28% | 4 | 2 | 8 | based on life cycle | 2018 | 73,775 |
| P-1116 | FREEMAN DR | 121.33 | CI | 150 | 2 | 1 | 9 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2018 | 94,637 |
| P-603 | SHORTT ST | 6.42 | CI | 150 | 1 | 0 | 0 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2018 | 5,011 |
| P-757 | SHORTT ST | 275.64 | CI | 150 | 2 | 1 | 14 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2018 | 214,998 |
| P-770 | FREEMAN DR | 141.21 | CI | 150 | 2 | 1 | 7 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2018 | 110,145 |
| P-963 | FREEMAN DR | 131.50 | CI | 150 | 1 | 1 | 5 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2018 | 102,570 |
| P-762 | JULIA ST | 83.69 | 0 | 25 | 0 | 0 | 6 | 1950 | 75 | 12% | 4 | 1 | 4 | based on life cycle | 2019 | 35,483 |
| P-972 | JULIA ST | 5.21 | 0 | 25 | 1 | 0 | 0 | 1950 | 75 | 12% | 4 | 1 | 4 | based on life cycle | 2019 | 2,207 |
| P-612 | BRAMLEY ST N | 3.03 | 0 | 38 | 1 | 0 | 0 | 1941 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2019 | 1,286 |
| P-702 | BRAMLEY ST N | 7.10 | 0 | 38 | 0 | 0 | 0 | 1941 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2019 | 3,009 |
| P-312 | TORONTO RD | 24.00 | GAL | 50 | 0 | 0 | 0 | 1920 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2019 | 10,178 |
| P-1090 | LAKESHORE RD | 314.34 | CI | 100 | 1 | 2 | 14 | 1932 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 242,986 |
| P-1136 | BRUTON ST | 155.78 | CI | 100 | 0 | 0 | 8 | 1931 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 120,418 |
| P-273 | TORONTO RD | 2.66 | CI | 100 | 1 | 0 | 0 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2019 | 2,055 |
| P-287 | BRAMLEY ST N | 2.97 | CI | 100 | 0 | 0 | 0 | 1931 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 2,299 |
| P-458 | VICTORIA ST S | 133.53 | CI | 100 | 0 | 1 | 5 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 103,221 |
| P-480 | BRAMLEY ST N | 4.27 | CI | 100 | 0 | 0 | 0 | 1931 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 3,297 |
| P-634 | BRUTON ST | 173.26 | CI | 100 | 2 | 1 | 14 | 1931 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 133,926 |
| P-713 | BRAMLEY ST N | 126.45 | CI | 100 | 2 | 1 | 7 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 97,745 |
| P-842 | TORONTO RD | 2.71 | CI | 100 | 0 | 0 | 0 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2019 | 2,096 |
| P-1027 | JULIA LN | 33.80 | CI | 150 | 0 | 0 | 7 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 26,363 |
| P-217 | BRUTON ST | 65.55 | CI | 150 | 0 | 0 | 3 | 1935 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 51,129 |
| P-253 | TORONTO RD | 78.52 | CI | 150 | 1 | 0 | 2 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2019 | 61,246 |
| P-350 | TORONTO RD | 155.19 | CI | 150 | 1 | 1 | 3 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2019 | 121,044 |
| P-404 | TORONTO RD | 141.16 | CI | 150 | 0 | 0 | 6 | 1940 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 110,102 |
| P-439 | JULIA ST | 61.48 | CI | 150 | 1 | 0 | 2 | 1935 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 47,953 |
| P-456 | VICTORIA ST S | 104.10 | CI | 150 | 1 | 1 | 2 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 81,198 |
| P-461 | TORONTO RD | 109.65 | CI | 150 | 0 | 1 | 2 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2019 | 85,525 |
| P-491 | JULIA ST | 1.30 | CI | 150 | 0 | 0 | 0 | 1935 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 1,015 |
| P-510 | TORONTO RD | 103.28 | CI | 150 | 0 | 0 | 5 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2019 | 80,558 |
| P-574 | TORONTO RD | 35.20 | CI | 150 | 0 | 0 | 0 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2019 | 27,458 |
| P-642 | JULIA LN | 3.07 | CI | 150 | 1 | 0 | 0 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 2,393 |
| P-809 | TORONTO RD | 1.66 | CI | 150 | 0 | 0 | 0 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2019 | 1,294 |
| P-849 | TORONTO RD | 110.56 | CI | 150 | 1 | 0 | 4 | 1948 | 75 | 9% | 4 | 2 | 8 | based on life cycle | 2019 | 86,239 |
| P-919 | TORONTO RD | 86.44 | CI | 150 | 0 | 0 | 4 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2019 | 67,423 |
| P-950 | TORONTO RD | 1.14 | CI | 150 | 0 | 0 | 0 | 1948 | 75 | 9% | 4 | 2 | 8 | based on life cycle | 2019 | 892 |
| P-295 | BRAMLEY ST N | 5.08 | CI | 250 | 0 | 0 | 0 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2019 | 4,623 |
| P-717 | SOUTH ST | 58.88 | GAL | 19 | 0 | 0 | 5 | 1928 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2020 | 24,964 |
| P-210 | SOUTH ST | 146.89 | CI | 100 | 1 | 0 | 7 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2020 | 113,548 |
| P-1020 | BEDFORD ST | 1.59 | CI | 150 | 0 | 0 | 1 | 1940 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 1,237 |
| P-367 | BROWN ST | 178.64 | CI | 150 | 2 | 1 | 19 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 139,338 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|--------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-386 | BROWN ST | 56.63 | CI | 150 | 1 | 1 | 3 | 1929 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 44,169 |
| P-498 | BROWN ST | 77.78 | CI | 150 | 0 | 0 | 6 | 1929 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 60,666 |
| P-601 | BROWN ST | 155.04 | CI | 150 | 0 | 1 | 15 | 1929 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 120,931 |
| P-775 | BEDFORD ST | 116.26 | CI | 150 | 1 | 1 | 10 | 1940 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 90,682 |
| P-827 | DEBLAQUIRE ST S | 2.66 | CI | 150 | 0 | 0 | 0 | 1926 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 2,072 |
| P-850 | DEBLAQUIRE ST S | 299.40 | CI | 150 | 3 | 2 | 18 | 1926 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 233,529 |
| P-194 | PINE ST N | 13.17 | CI | 300 | 0 | 0 | 0 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2020 | 12,735 |
| P-760 | PINE ST N | 133.87 | CI | 300 | 1 | 0 | 2 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2020 | 129,454 |
| P-519 | MILL ST | 212.27 | GAL | 25 | 2 | 0 | 8 | 1930 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2021 | 90,004 |
| P-575 | MILL ST | 14.65 | GAL | 25 | 0 | 0 | 0 | 1930 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2021 | 6,214 |
| P-592 | MILL ST | 1.37 | GAL | 25 | 0 | 0 | 0 | 1930 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2021 | 582 |
| P-1064 | MILL ST | 97.45 | CI | 100 | 0 | 1 | 5 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2021 | 75,326 |
| P-1149 | DORSET ST E ROW | 51.15 | CI | 100 | 1 | 0 | 1 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2021 | 39,536 |
| P-186 | KING ST | 1.54 | CI | 100 | 1 | 0 | 0 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2021 | 1,193 |
| P-355 | MILL ST | 48.39 | CI | 100 | 0 | 0 | 3 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2021 | 37,407 |
| P-441 | DORSET ST E ROW | 3.65 | CI | 100 | 0 | 0 | 0 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2021 | 2,824 |
| P-956 | LITTLE HOPE ST | 131.46 | CI | 100 | 1 | 0 | 12 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2021 | 101,615 |
| P-1124 | DORSET ST E | 89.35 | CI | 150 | 2 | 1 | 3 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2021 | 69,696 |
| P-591 | DORSET ST E | 250.22 | CI | 150 | 2 | 1 | 10 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2021 | 195,175 |
| P-698 | KING ST | 16.72 | CI | 150 | 0 | 0 | 0 | 1934 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2021 | 13,044 |
| P-767 | KING ST | 102.50 | CI | 150 | 1 | 0 | 1 | 1934 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2021 | 79,954 |
| P-467 | MILL ST | 182.21 | CI | 200 | 0 | 1 | 11 | 1931 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 147,769 |
| P-1167 | CAVAN ST | 3.90 | GAL | 19 | 1 | 0 | 0 | 1928 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2022 | 1,652 |
| P-1075 | CAVAN ST | 2.96 | GAL | 25 | 1 | 0 | 0 | 1930 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2022 | 1,256 |
| P-1054 | CAVAN ST | 1.55 | CI | 100 | 1 | 0 | 0 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 1,196 |
| P-1132 | CAVAN ST | 16.39 | CI | 100 | 1 | 1 | 1 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 12,672 |
| P-674 | CAVAN ST | 8.36 | CI | 100 | 1 | 0 | 0 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 6,465 |
| P-732 | CAVAN ST | 6.39 | CI | 100 | 0 | 0 | 0 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 4,939 |
| P-896 | CAVAN ST | 188.42 | CI | 100 | 0 | 0 | 5 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 145,646 |
| P-223 | CAVAN ST | 160.49 | CI | 150 | 0 | 1 | 3 | 1935 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 125,186 |
| P-309 | CAVAN ST | 153.28 | CI | 150 | 0 | 1 | 6 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 119,557 |
| P-351 | CAVAN ST | 41.34 | CI | 150 | 0 | 0 | 3 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 32,244 |
| P-432 | CAVAN ST | 132.60 | CI | 150 | 0 | 1 | 10 | 1928 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 103,428 |
| P-485 | CAVAN ST | 45.32 | CI | 150 | 1 | 0 | 0 | 1928 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 35,352 |
| P-566 | CAVAN ST | 69.46 | CI | 150 | 1 | 0 | 1 | 1935 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 54,179 |
| P-600 | CAVAN ST | 114.97 | CI | 150 | 1 | 0 | 3 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 89,677 |
| P-614 | CAVAN ST | 11.42 | CI | 150 | 0 | 0 | 0 | 1935 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 8,908 |
| P-671 | BARRETT ST | 38.96 | CI | 150 | 1 | 0 | 0 | 1940 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 30,392 |
| P-719 | CAVAN ST | 58.02 | CI | 150 | 1 | 0 | 8 | 1928 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 45,253 |
| P-745 | CAVAN ST | 13.33 | CI | 150 | 1 | 0 | 0 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 10,399 |
| P-1001 | CAVAN ST | 9.05 | CI | 200 | 1 | 0 | 2 | 1935 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2022 | 7,343 |
| P-915 | CAVAN ST | 1.45 | CI | 200 | 0 | 0 | 0 | 1935 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2022 | 1,175 |
| P-723 | JOHN ST | 9.66 | CI | 100 | 0 | 1 | 0 | 1934 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2023 | 7,469 |
| P-527 | JOHN ST | 7.76 | CI | 150 | 0 | 0 | 0 | 1929 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2023 | 6,052 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|--------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-931 | JOHN ST | 194.90 | CI | 150 | 2 | 0 | 5 | 1934 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2023 | 152,021 |
| P-489 | JOHN ST | 124.39 | CI | 200 | 1 | 1 | 20 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2023 | 100,881 |
| P-499 | JOHN ST | 113.25 | CI | 200 | 0 | 0 | 4 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2023 | 91,849 |
| P-565 | JOHN ST | 1.25 | CI | 200 | 0 | 0 | 0 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2023 | 1,017 |
| P-847 | JOHN ST | 131.39 | CI | 200 | 1 | 1 | 8 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2023 | 106,556 |
| P-933 | JOHN ST | 12.50 | CI | 200 | 1 | 0 | 0 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2023 | 10,134 |
| P-102 | WALTON ST | 138.74 | CI | 150 | 0 | 1 | 10 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2024 | 108,216 |
| P-12 | WALTON ST | 17.43 | CI | 150 | 2 | 1 | 1 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2024 | 13,593 |
| P-14 | WALTON ST | 52.47 | CI | 150 | 2 | 0 | 5 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2024 | 40,926 |
| P-177 | PETER ST | 1.64 | CI | 150 | 1 | 0 | 0 | 1947 | 75 | 8% | 4 | 2 | 8 | based on life cycle | 2024 | 1,280 |
| P-331 | PETER ST | 35.78 | CI | 150 | 0 | 0 | 0 | 1947 | 75 | 8% | 4 | 2 | 8 | based on life cycle | 2024 | 27,909 |
| P-47 | WALTON ST | 50.41 | CI | 150 | 1 | 0 | 6 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2024 | 39,320 |
| P-530 | PETER ST | 128.86 | CI | 150 | 1 | 2 | 0 | 1947 | 75 | 8% | 4 | 2 | 8 | based on life cycle | 2024 | 100,508 |
| P-535 | PETER ST | 19.02 | CI | 150 | 0 | 0 | 0 | 1928 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2024 | 14,834 |
| P-673 | PETER ST | 1.53 | CI | 150 | 1 | 0 | 0 | 1947 | 75 | 8% | 4 | 2 | 8 | based on life cycle | 2024 | 1,191 |
| P-835 | WALTON ST | 1.82 | CI | 150 | 0 | 0 | 0 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2024 | 1,421 |
| P-868 | PETER ST | 98.22 | CI | 150 | 2 | 0 | 1 | 1934 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2024 | 76,614 |
| P-1147 | WALTON ST | 84.30 | CI | 200 | 0 | 1 | 17 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 68,367 |
| P-1152 | WALTON ST | 137.29 | CI | 200 | 1 | 0 | 12 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 111,343 |
| P-297 | WALTON ST | 45.94 | CI | 200 | 1 | 1 | 3 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 37,257 |
| P-48 | WALTON ST | 56.75 | CI | 200 | 0 | 0 | 3 | 1932 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 46,025 |
| P-652 | WALTON ST | 4.20 | CI | 200 | 0 | 0 | 0 | 1932 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 3,408 |
| P-659 | WALTON ST | 50.54 | CI | 200 | 1 | 0 | 5 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 40,989 |
| P-891A | WALTON ST | 97.20 | CI | 200 | 2 | 2 | 0 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 78,829 |
| P-981B | WALTON ST | 16.30 | CI | 200 | 1 | 0 | 0 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 13,219 |
| P-990 | WALTON ST | 117.39 | CI | 200 | 1 | 1 | 13 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 95,202 |
| P-195 | ONTARIO ST | 12.73 | 0 | 19 | 1 | 0 | 0 | 1942 | 75 | 1% | 4 | 1 | 4 | based on life cycle | 2025 | 5,397 |
| P-438 | SHUTER ST | 40.03 | COP | 19 | 0 | 0 | 3 | 1950 | 75 | 12% | 4 | 1 | 4 | based on life cycle | 2025 | 16,973 |
| P-734 | VICTORIA ST N | 49.46 | GAL | 19 | 0 | 0 | 1 | 1940 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2025 | 20,970 |
| P-900 | MARTHA ST | 20.64 | 0 | 19 | 0 | 0 | 2 | 1942 | 75 | 1% | 4 | 1 | 4 | based on life cycle | 2025 | 8,753 |
| P-1065 | NORTH ST | 48.57 | GAL | 25 | 0 | 0 | 6 | 1930 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2025 | 20,593 |
| P-275 | SHUTER ST | 98.88 | COP | 25 | 0 | 0 | 0 | 1950 | 75 | 12% | 4 | 1 | 4 | based on life cycle | 2025 | 41,927 |
| P-38 | ONTARIO ST | 97.06 | COP | 25 | 2 | 0 | 5 | 1949 | 75 | 11% | 4 | 1 | 4 | based on life cycle | 2025 | 41,153 |
| P-39 | ONTARIO ST | 94.82 | COP | 25 | 0 | 0 | 2 | 1949 | 75 | 11% | 4 | 1 | 4 | based on life cycle | 2025 | 40,204 |
| P-43 | BEAMISH ST | 15.54 | 0 | 25 | 1 | 0 | 0 | 1949 | 75 | 11% | 4 | 1 | 4 | based on life cycle | 2025 | 6,589 |
| P-462 | BEAMISH ST | 99.39 | 0 | 25 | 0 | 1 | 6 | 1949 | 75 | 11% | 4 | 1 | 4 | based on life cycle | 2025 | 42,143 |
| P-537 | THOMPSON DR | 115.52 | COP | 25 | 1 | 0 | 4 | 1948 | 75 | 9% | 4 | 1 | 4 | based on life cycle | 2025 | 48,981 |
| P-649 | MILL ST | 13.68 | COP | 25 | 0 | 0 | 0 | 1948 | 75 | 9% | 4 | 1 | 4 | based on life cycle | 2025 | 5,801 |
| P-670 | SHUTER ST | 50.26 | COP | 25 | 0 | 0 | 1 | 1950 | 75 | 12% | 4 | 1 | 4 | based on life cycle | 2025 | 21,311 |
| P-1171 | PERCIVAL CT | 47.95 | GAL | 38 | 0 | 0 | 7 | 1948 | 75 | 9% | 4 | 1 | 4 | based on life cycle | 2025 | 20,331 |
| P-366 | ONTARIO ST | 95.61 | COP | 37 | 1 | 0 | 2 | 1949 | 75 | 11% | 4 | 1 | 4 | based on life cycle | 2025 | 40,538 |
| P-433 | LAVINIA ST | 34.55 | GAL | 38 | 0 | 0 | 7 | 1948 | 75 | 9% | 4 | 1 | 4 | based on life cycle | 2025 | 14,649 |
| P-610 | PERCIVAL CT | 51.40 | GAL | 38 | 0 | 0 | 8 | 1948 | 75 | 9% | 4 | 1 | 4 | based on life cycle | 2025 | 21,795 |
| P-658 | ONTARIO ST | 13.34 | 0 | 37 | 0 | 0 | 0 | 1949 | 75 | 11% | 4 | 1 | 4 | based on life cycle | 2025 | 5,658 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|---------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-206 | ONTARIO ST | 12.83 | GAL | 50 | 1 | 0 | 1 | 1949 | 75 | 11% | 4 | 1 | 4 | based on life cycle | 2025 | 5,442 |
| P-391 | HAGERMAN ST | 76.88 | 0 | 50 | 0 | 0 | 12 | 1950 | 75 | 12% | 4 | 1 | 4 | based on life cycle | 2025 | 32,599 |
| P-424 | HAGERMAN ST | 2.30 | 0 | 50 | 1 | 0 | 0 | 1950 | 75 | 12% | 4 | 1 | 4 | based on life cycle | 2025 | 977 |
| P-1005 | VICTORIA ST N | 3.70 | CI | 100 | 0 | 0 | 0 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 2,861 |
| P-1102 | CHARLES ST | 181.01 | CI | 100 | 2 | 0 | 14 | 1931 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 139,917 |
| P-1108 | CHARLES ST | 61.99 | CI | 100 | 2 | 1 | 3 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 47,921 |
| P-36 | COLLEGE ST | 115.89 | CI | 100 | 0 | 1 | 7 | 1928 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 89,582 |
| P-42 | HOPE ST N | 187.09 | CI | 100 | 0 | 0 | 5 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 144,618 |
| P-42A | HOPE ST N | 22.16 | CI | 100 | 1 | 0 | 0 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 17,128 |
| P-532A | HARCOURT ST | 116.11 | CI | 100 | 3 | 3 | 51 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 89,751 |
| P-546 | BRUTON ST | 142.96 | CI | 100 | 2 | 2 | 5 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 110,511 |
| P-864 | BALDWIN ST | 178.50 | CI | 100 | 1 | 2 | 12 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 137,979 |
| P-871 | PINE ST S | 170.85 | CI | 100 | 2 | 1 | 3 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 132,066 |
| P-930 | WILLIAM ST | 82.23 | CI | 100 | 1 | 0 | 4 | 1927 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 63,564 |
| P-994 | ONTARIO ST | 2.25 | 0 | 100 | 0 | 0 | 0 | 1941 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 1,741 |
| P-1007 | ORCHARD ST | 138.11 | CI | 150 | 2 | 1 | 13 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 107,728 |
| P-1032A | JOHN ST TO QUEEN ST | 72.90 | CI | 150 | 1 | 0 | 0 | 1934 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 56,862 |
| P-1055 | ONTARIO ST | 108.71 | CI | 150 | 2 | 0 | 5 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 84,791 |
| P-1071 | CLOVELLY ST | 129.50 | CI | 150 | 1 | 1 | 13 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 101,007 |
| P-1095 | HILLCREST DR | 230.00 | CI | 150 | 1 | 2 | 16 | 1948 | 75 | 9% | 4 | 2 | 8 | based on life cycle | 2025 | 179,400 |
| P-1142 | PERCIVAL ST | 51.86 | CI | 150 | 0 | 0 | 3 | 1948 | 75 | 9% | 4 | 2 | 8 | based on life cycle | 2025 | 40,451 |
| P-1159 | OXFORD ST | 141.35 | CI | 150 | 2 | 1 | 12 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 110,251 |
| P-1161 | MILL ST | 56.33 | CI | 150 | 1 | 1 | 2 | 1942 | 75 | 1% | 4 | 2 | 8 | based on life cycle | 2025 | 43,936 |
| P-153 | ONTARIO ST | 8.79 | CI | 150 | 0 | 0 | 0 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 6,856 |
| P-164 | MILL ST | 136.30 | CI | 150 | 0 | 0 | 10 | 1948 | 75 | 9% | 4 | 2 | 8 | based on life cycle | 2025 | 106,317 |
| P-178 | ONTARIO ST | 216.04 | CI | 150 | 2 | 1 | 17 | 1932 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 168,512 |
| P-189 | WARD ST | 106.36 | CI | 150 | 1 | 1 | 8 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 82,958 |
| P-197 | BRUNSWICK ST | 113.17 | CI | 150 | 1 | 1 | 13 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 88,275 |
| P-220 | WARD ST | 157.88 | CI | 150 | 1 | 0 | 13 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 123,147 |
| P-242 | ONTARIO ST | 32.79 | CI | 150 | 0 | 0 | 1 | 1942 | 75 | 1% | 4 | 2 | 8 | based on life cycle | 2025 | 25,572 |
| P-245 | ONTARIO ST | 163.41 | CI | 150 | 1 | 0 | 6 | 1931 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 127,456 |
| P-277 | HOPE ST N | 60.56 | CI | 150 | 1 | 1 | 1 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 47,237 |
| P-281 | ROBERTSON ST | 47.67 | CI | 150 | 1 | 0 | 4 | 1929 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 37,183 |
| P-286 | BARRETT ST | 171.41 | CI | 150 | 2 | 2 | 10 | 1940 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 133,700 |
| P-292 | ELDORADO PL | 1.90 | CI | 150 | 0 | 0 | 0 | 1931 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 1,480 |
| P-294 | ELLEN ST | 170.89 | CI | 150 | 0 | 0 | 14 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 133,294 |
| P-313 | MILL ST | 19.10 | CI | 150 | 1 | 0 | 0 | 1942 | 75 | 1% | 4 | 2 | 8 | based on life cycle | 2025 | 14,896 |
| P-347 | BARRETT ST | 36.20 | CI | 150 | 0 | 0 | 3 | 1940 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 28,234 |
| P-365 | ONTARIO ST | 80.12 | CI | 150 | 1 | 2 | 6 | 1941 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 62,495 |
| P-375 | LAVINIA ST | 60.88 | CI | 150 | 0 | 0 | 5 | 1948 | 75 | 9% | 4 | 2 | 8 | based on life cycle | 2025 | 47,486 |
| P-387 | STRACHAN ST | 12.38 | CI | 150 | 1 | 0 | 0 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 9,658 |
| P-394 | STRACHAN ST | 188.10 | CI | 150 | 2 | 1 | 15 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 146,722 |
| P-402 | PERCIVAL ST | 66.12 | CI | 150 | 1 | 1 | 2 | 1948 | 75 | 9% | 4 | 2 | 8 | based on life cycle | 2025 | 51,576 |
| P-407 | WARD ST | 24.28 | CI | 150 | 0 | 0 | 1 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 18,935 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|--------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-416 | MARS ST | 128.20 | CI | 150 | 1 | 2 | 14 | 1948 | 75 | 9% | 4 | 2 | 8 | based on life cycle | 2025 | 99,996 |
| P-440 | CROFT ST | 132.17 | CI | 150 | 1 | 1 | 6 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 103,090 |
| P-450 | ARTHUR ST | 11.71 | CI | 150 | 2 | 0 | 0 | 1948 | 75 | 9% | 4 | 2 | 8 | based on life cycle | 2025 | 9,131 |
| P-456A | VICTORIA ST S | 4.16 | CI | 150 | 0 | 0 | 0 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 3,245 |
| P-469 | CAROLINE ST | 401.00 | CI | 150 | 1 | 2 | 42 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 312,780 |
| P-486 | ONTARIO ST | 90.83 | CI | 150 | 1 | 0 | 4 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 70,844 |
| P-525 | ELDORADO PL | 6.88 | CI | 150 | 1 | 0 | 0 | 1931 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 5,369 |
| P-542 | HOPE ST N | 2.42 | CI | 150 | 0 | 0 | 0 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 1,890 |
| P-554 | ONTARIO ST | 13.16 | CI | 150 | 0 | 0 | 0 | 1942 | 75 | 1% | 4 | 2 | 8 | based on life cycle | 2025 | 10,263 |
| P-560 | VICTORIA ST S | 113.02 | CI | 150 | 2 | 1 | 4 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 88,156 |
| P-572 | ARTHUR ST | 178.95 | CI | 150 | 1 | 1 | 16 | 1948 | 75 | 9% | 4 | 2 | 8 | based on life cycle | 2025 | 139,581 |
| P-580 | DEBLAQUIRE ST N | 6.39 | CI | 150 | 1 | 0 | 0 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 4,984 |
| P-618 | ELDORADO PL | 7.69 | CI | 150 | 0 | 0 | 0 | 1931 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 5,998 |
| P-648 | OXFORD ST | 130.39 | CI | 150 | 1 | 1 | 8 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 101,707 |
| P-672 | ELDORADO PL | 85.57 | CI | 150 | 0 | 1 | 0 | 1931 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 66,747 |
| P-681 | STRACHAN ST | 200.10 | CI | 150 | 1 | 1 | 15 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 156,077 |
| P-700 | ELDORADO PL | 1.92 | CI | 150 | 0 | 0 | 0 | 1931 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 1,498 |
| P-704 | OXFORD ST | 8.68 | CI | 150 | 1 | 0 | 0 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 6,771 |
| P-729 | ELLEN ST | 257.33 | CI | 150 | 2 | 2 | 22 | 1926 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 200,716 |
| P-749 | RIDOUT ST | 136.64 | CI | 150 | 1 | 0 | 10 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 106,578 |
| P-751 | ONTARIO ST | 2.00 | CI | 150 | 0 | 0 | 0 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 1,563 |
| P-754 | TREFUSIS ST | 123.01 | CI | 150 | 0 | 0 | 10 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 95,949 |
| P-786 | LAVINIA ST | 66.62 | CI | 150 | 1 | 1 | 3 | 1948 | 75 | 9% | 4 | 2 | 8 | based on life cycle | 2025 | 51,963 |
| P-814 | HOPE ST N | 28.08 | CI | 150 | 0 | 0 | 0 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 21,904 |
| P-832 | ONTARIO ST | 116.78 | CI | 150 | 2 | 0 | 2 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 91,085 |
| P-839 | WARD ST | 115.95 | CI | 150 | 3 | 1 | 2 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 90,438 |
| P-846 | ELDORADO PL | 3.77 | CI | 150 | 0 | 0 | 0 | 1931 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 2,941 |
| P-856 | ROBERTSON ST | 61.16 | CI | 150 | 1 | 0 | 1 | 1928 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 47,704 |
| P-873 | PERCIVAL ST | 1.31 | CI | 150 | 0 | 0 | 0 | 1948 | 75 | 9% | 4 | 2 | 8 | based on life cycle | 2025 | 1,024 |
| P-883 | WARD ST | 317.88 | CI | 150 | 2 | 2 | 6 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 247,948 |
| P-894 | TOWN HALL | 96.80 | CI | 150 | 1 | 0 | 1 | 1928 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 75,503 |
| P-922 | AUGUSTA ST | 109.58 | CI | 150 | 2 | 0 | 1 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 85,471 |
| P-926 | ELDORADO PL | 2.12 | CI | 150 | 0 | 0 | 0 | 1931 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 1,650 |
| P-952 | ONTARIO ST | 9.48 | CI | 150 | 0 | 0 | 0 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 7,393 |
| P-959 | MARSH ST | 1.13 | CI | 150 | 0 | 0 | 0 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 883 |
| P-961 | WARD ST | 128.39 | CI | 150 | 1 | 1 | 12 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 100,146 |
| P-992 | ONTARIO ST | 15.04 | CI | 150 | 0 | 0 | 0 | 1941 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 11,728 |
| P-1086 | AUGUSTA ST | 44.31 | CI | 200 | 0 | 0 | 1 | 1856 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 35,932 |
| P-1120 | ONTARIO ST | 8.11 | CI | 200 | 0 | 0 | 0 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 6,579 |
| P-201F | QUEEN ST | 14.30 | DI | 200 | 1 | 0 | 0 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 11,597 |
| P-259 | HOPE ST N | 156.75 | CI | 200 | 0 | 0 | 5 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 127,121 |
| P-267 | ALFRED ST | 78.61 | CI | 200 | 0 | 0 | 3 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 63,753 |
| P-36A | COLLEGE ST | 11.84 | CI | 200 | 0 | 0 | 0 | 1932 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 9,606 |
| P-44 | HOPE ST N | 7.95 | CI | 200 | 0 | 0 | 0 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 6,447 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|---------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-45 | HOPE ST N | 31.14 | CI | 200 | 1 | 1 | 1 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 25,255 |
| P-46 | HOPE ST N | 9.90 | CI | 200 | 0 | 0 | 0 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 8,029 |
| P-483 | ALFRED ST | 95.56 | CI | 200 | 1 | 0 | 4 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 77,503 |
| P-518 | TOWN HALL | 151.44 | CI | 200 | 0 | 2 | 3 | 1856 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 122,819 |
| P-518A | QUEEN ST | 12.00 | DI | 200 | 1 | 0 | 0 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 9,732 |
| P-766 | ALFRED ST | 3.12 | CI | 200 | 0 | 0 | 0 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 2,531 |
| P-781 | HOPE ST N | 74.25 | CI | 200 | 1 | 0 | 0 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 60,216 |
| P-799 | JOHN ST TO QUEEN ST | 79.88 | CI | 200 | 2 | 0 | 4 | 1934 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 64,786 |
| P-830 | ALFRED ST | 92.72 | CI | 200 | 1 | 0 | 7 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 75,199 |
| P-921 | HOPE ST N | 9.21 | CI | 200 | 1 | 0 | 0 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 7,466 |
| P-1084 | WATER TOWER LEAD | 64.95 | CI | 250 | 1 | 0 | 4 | 1940 | 75 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2025 | 59,106 |
| P-1125 | ELDORADO PL | 3.19 | CI | 250 | 0 | 0 | 0 | 1950 | 75 | 12% | 4 | 4 | 16 | 2015 to 2019 | 2025 | 2,906 |
| P-244 | ELDORADO PL | 151.08 | CI | 250 | 1 | 0 | 0 | 1950 | 75 | 12% | 4 | 4 | 16 | 2015 to 2019 | 2025 | 137,479 |
| P-1156 | MARSH ST | 0.32 | CI | 300 | 0 | 0 | 0 | 1950 | 75 | 12% | 4 | 5 | 20 | 2015 to 2019 | 2025 | 308 |
| P-524 | MARSH ST | 4.37 | CI | 300 | 0 | 0 | 0 | 1931 | 75 | 0% | 5 | 5 | 25 | 2016 | 2025 | 4,225 |
| P-594 | MARSH ST | 2.45 | CI | 300 | 0 | 0 | 0 | 1950 | 75 | 12% | 4 | 5 | 20 | 2015 to 2019 | 2025 | 2,364 |
| P-623 | MARSH ST | 2.18 | CI | 300 | 1 | 0 | 0 | 1950 | 75 | 12% | 4 | 5 | 20 | 2015 to 2019 | 2025 | 2,113 |
| P-743 | MARSH ST | 93.13 | CI | 300 | 0 | 0 | 0 | 1931 | 75 | 0% | 5 | 5 | 25 | 2016 | 2025 | 90,053 |
| P-1068 | DEBLAQUIRE ST N | 133.29 | CI | 150 | 2 | 0 | 5 | 1951 | 75 | 13% | 4 | 2 | 8 | based on life cycle | 2026 | 103,966 |
| P-1061 | CHARLES ST | 124.66 | CI | 150 | 0 | 1 | 8 | 1952 | 75 | 15% | 4 | 2 | 8 | based on life cycle | 2027 | 97,238 |
| P-841 | CHARLES ST | 9.28 | CI | 150 | 1 | 0 | 0 | 1952 | 75 | 15% | 4 | 2 | 8 | based on life cycle | 2027 | 7,242 |
| P-932 | PETER ST | 3.35 | COP | 50 | 1 | 0 | 1 | 1954 | 75 | 17% | 4 | 1 | 4 | based on life cycle | 2029 | 1,421 |
| P-1107 | PETER ST | 9.73 | CI | 100 | 1 | 0 | 1 | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 7,525 |
| P-251 | ELGIN ST N | 4.88 | CI | 150 | 0 | 0 | 0 | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 3,810 |
| P-256 | ELGIN ST N | 291.92 | CI | 150 | 2 | 1 | 22 | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 227,700 |
| P-411 | DORSET ST E | 2.24 | DI | 150 | 0 | 0 | 1 | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 1,751 |
| P-1096 | DORSET ST E | 71.30 | CI | 250 | 0 | 0 | 0 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 64,881 |
| P-110 | BEDFORD ST | 9.65 | CI | 250 | 0 | 0 | 0 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 8,781 |
| P-1135 | DORSET ST E | 5.98 | CI | 250 | 0 | 0 | 0 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 5,443 |
| P-1143 | DORSET ST E | 262.36 | CI | 250 | 1 | 2 | 2 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 238,748 |
| P-183 | SMITH ST | 45.14 | CI | 250 | 0 | 0 | 3 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 41,073 |
| P-288 | YEOVIL ST | 168.52 | CI | 250 | 1 | 1 | 7 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 153,355 |
| P-371 | SMITH ST | 62.67 | CI | 250 | 1 | 0 | 3 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 57,032 |
| P-558 | BEDFORD ST | 106.88 | CI | 250 | 1 | 0 | 2 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 97,263 |
| P-562 | SMITH ST | 103.51 | CI | 250 | 1 | 2 | 7 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 94,190 |
| P-638 | DORSET ST E | 88.63 | CI | 250 | 1 | 0 | 0 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 80,656 |
| P-735 | DORSET ST E | 1.78 | CI | 250 | 0 | 0 | 3 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 1,621 |
| P-788 | BEDFORD ST | 300.04 | CI | 250 | 1 | 2 | 11 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 273,040 |
| P-876 | PINE ST S | 4.40 | CI | 250 | 1 | 0 | 0 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 4,004 |
| P-91 | NORTHWEST RESEVOIR | 75.50 | CI | 250 | 0 | 0 | 0 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 68,705 |
| P-689 | JOHN ST | 185.92 | CI | 300 | 3 | 1 | 3 | 1954 | 75 | 17% | 4 | 5 | 20 | 2015 to 2019 | 2029 | 179,789 |
| P-834 | PINE ST S | 241.08 | CI | 300 | 1 | 1 | 8 | 1954 | 75 | 17% | 4 | 5 | 20 | 2015 to 2019 | 2029 | 233,124 |
| P-660 | STP TRUNK SEWER | 268.48 | CI | 100 | 2 | 0 | 1 | 1955 | 75 | 19% | 4 | 2 | 8 | based on life cycle | 2030 | 207,533 |
| P-1009 | ALFRED ST | 20.55 | CI | 150 | 1 | 0 | 0 | 1955 | 75 | 19% | 4 | 2 | 8 | based on life cycle | 2030 | 16,025 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|-----------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-188 | ALFRED ST | 70.55 | CI | 150 | 0 | 0 | 3 | 1955 | 75 | 19% | 4 | 2 | 8 | based on life cycle | 2030 | 55,027 |
| P-604 | WALNUT ST | 195.81 | CI | 150 | 2 | 1 | 13 | 1955 | 75 | 19% | 4 | 2 | 8 | based on life cycle | 2030 | 152,729 |
| P-299B | PETER ST | 29.80 | CI | 200 | 0 | 0 | 0 | 1955 | 75 | 19% | 4 | 3 | 12 | 2020 to 2024 | 2030 | 24,168 |
| P-892 | PRO FAB INTERNATIONAL | 3.07 | CI | 200 | 0 | 0 | 0 | 1955 | 75 | 19% | 4 | 3 | 12 | 2020 to 2024 | 2030 | 2,490 |
| P-171 | LYN CR | 68.23 | CI | 100 | 1 | 0 | 8 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 52,745 |
| P-1069 | JOCELYN ST | 176.73 | CI | 150 | 1 | 1 | 6 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 137,851 |
| P-1169 | SCRIVEN BLVD | 110.83 | CI | 150 | 2 | 0 | 5 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 86,447 |
| P-291 | TREFUSIS ST | 119.52 | CI | 150 | 1 | 0 | 8 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 93,227 |
| P-345 | RIDOUT ST | 37.66 | CI | 150 | 0 | 0 | 0 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 29,374 |
| P-613 | MCCAUL ST | 120.40 | CI | 150 | 1 | 0 | 3 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 93,912 |
| P-784 | JOCELYN ST | 53.55 | CI | 150 | 1 | 0 | 1 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 41,768 |
| P-904 | JOCELYN ST | 8.57 | CI | 150 | 0 | 0 | 0 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 6,687 |
| P-939 | FRASER ST | 162.48 | CI | 150 | 2 | 0 | 11 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 126,737 |
| P-999 | RIDOUT ST | 127.26 | CI | 150 | 2 | 0 | 10 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 99,261 |
| P-1080 | PINE ST S | 61.14 | CI | 250 | 1 | 0 | 3 | 1956 | 75 | 20% | 4 | 4 | 16 | 2015 to 2019 | 2031 | 55,635 |
| P-521 | PINE ST S | 131.52 | CI | 250 | 1 | 0 | 6 | 1956 | 75 | 20% | 4 | 4 | 16 | 2015 to 2019 | 2031 | 119,684 |
| P-584 | PINE ST S | 219.21 | CI | 250 | 1 | 0 | 8 | 1956 | 75 | 20% | 4 | 4 | 16 | 2015 to 2019 | 2031 | 199,486 |
| P-740 | PINE ST S | 94.20 | CI | 250 | 1 | 0 | 4 | 1956 | 75 | 20% | 4 | 4 | 16 | 2015 to 2019 | 2031 | 85,724 |
| P-836 | JOCELYN ST | 123.07 | CI | 150 | 1 | 1 | 5 | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 95,997 |
| P-843 | MOORE DR | 210.90 | CI | 150 | 1 | 2 | 13 | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 164,502 |
| P-920 | GREGORY ST | 183.90 | CI | 150 | 1 | 1 | 10 | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 143,442 |
| P-1110 | JANE ST | 6.47 | CI | 100 | 1 | 0 | 0 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 5,005 |
| P-257 | HIGHLAND DR | 15.36 | DI | 100 | 1 | 0 | 0 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 11,873 |
| P-882 | TREFUSIS ST | 3.91 | CI | 100 | 0 | 0 | 0 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 3,021 |
| P-1044 | JOCELYN ST | 9.84 | CI | 150 | 1 | 0 | 0 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 7,676 |
| P-1128 | JANE ST | 70.08 | CI | 150 | 1 | 1 | 2 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 54,663 |
| P-199 | JOCELYN ST | 2.26 | CI | 150 | 0 | 0 | 0 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 1,761 |
| P-296 | MOORE DR | 139.80 | ci | 150 | 2 | 1 | 8 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 109,047 |
| P-540 | JOCELYN ST | 218.00 | CI | 150 | 1 | 2 | 4 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 170,037 |
| P-570 | JANE ST | 74.21 | CI | 150 | 1 | 0 | 4 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 57,883 |
| P-741 | JOCELYN ST | 60.87 | CI | 150 | 2 | 1 | 2 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 47,477 |
| P-765 | VICTORIA ST N PS | 7.05 | CI | 250 | 1 | 0 | 0 | 1958 | 75 | 23% | 4 | 4 | 16 | 2015 to 2019 | 2033 | 6,414 |
| P-1115 | NORTH ST | 120.94 | COP | 25 | 2 | 1 | 7 | 1959 | 75 | 24% | 4 | 1 | 4 | based on life cycle | 2034 | 51,279 |
| P-447 | KING ST | 3.04 | CI | 100 | 0 | 0 | 0 | 1959 | 75 | 24% | 4 | 2 | 8 | based on life cycle | 2034 | 2,354 |
| P-561 | WILLIAM ST | 172.24 | CI | 100 | 2 | 1 | 15 | 1959 | 75 | 24% | 4 | 2 | 8 | based on life cycle | 2034 | 133,139 |
| P-1074 | HENEAGE ST | 122.20 | CI | 150 | 1 | 0 | 7 | 1959 | 75 | 24% | 4 | 2 | 8 | based on life cycle | 2034 | 95,315 |
| P-356 | HENEAGE ST | 156.87 | CI | 150 | 1 | 2 | 9 | 1959 | 75 | 24% | 4 | 2 | 8 | based on life cycle | 2034 | 122,356 |
| P-656 | TORONTO RD | 15.51 | COP | 25 | 1 | 0 | 0 | 1960 | 75 | 25% | 4 | 1 | 4 | based on life cycle | 2035 | 6,575 |
| P-714 | TORONTO RD | 2.49 | PVC | 100 | 1 | 0 | 1 | 1960 | 75 | 25% | 4 | 2 | 8 | based on life cycle | 2035 | 1,926 |
| P-1043 | SHERBOURNE ST | 196.57 | CI | 150 | 2 | 0 | 15 | 1960 | 75 | 25% | 4 | 2 | 8 | based on life cycle | 2035 | 153,327 |
| P-1126 | TORONTO RD | 126.72 | CI | 150 | 0 | 0 | 3 | 1960 | 75 | 25% | 4 | 2 | 8 | based on life cycle | 2035 | 98,845 |
| P-240 | PRINCESS ST | 258.23 | CI | 150 | 2 | 1 | 21 | 1960 | 75 | 25% | 4 | 2 | 8 | based on life cycle | 2035 | 201,420 |
| P-333 | TORONTO RD | 3.82 | CI | 150 | 0 | 0 | 0 | 1960 | 75 | 25% | 4 | 2 | 8 | based on life cycle | 2035 | 2,983 |
| P-496 | TORONTO RD | 5.10 | DI | 150 | 0 | 0 | 0 | 1960 | 75 | 25% | 4 | 2 | 8 | based on life cycle | 2035 | 3,977 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|--------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-655 | RIDOUT ST | 62.16 | CI | 150 | 0 | 1 | 4 | 1960 | 75 | 25% | 4 | 2 | 8 | based on life cycle | 2035 | 48,488 |
| P-947 | PERCIVAL ST | 315.08 | CI | 150 | 2 | 2 | 13 | 1960 | 75 | 25% | 4 | 2 | 8 | based on life cycle | 2035 | 245,766 |
| P-248 | RIDOUT ST | 119.47 | CI | 150 | 1 | 0 | 9 | 1961 | 75 | 27% | 4 | 2 | 8 | based on life cycle | 2036 | 93,186 |
| P-1168 | WELLINGTON ST | 2.67 | UNK | 150 | 1 | 0 | 1 | 1963 | 75 | 29% | 4 | 2 | 8 | based on life cycle | 2038 | 2,086 |
| P-477 | ROSEVEAR BLVD | 166.17 | CI | 150 | 1 | 1 | 10 | 1963 | 75 | 29% | 4 | 2 | 8 | based on life cycle | 2038 | 129,613 |
| P-556 | WELLINGTON ST | 158.52 | CI | 150 | 1 | 1 | 5 | 1963 | 75 | 29% | 4 | 2 | 8 | based on life cycle | 2038 | 123,643 |
| P-318 | TREFUSIS ST | 168.56 | CI | 150 | 1 | 2 | 11 | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 131,474 |
| P-984 | TREFUSIS ST | 120.85 | CI | 150 | 1 | 0 | 7 | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 94,266 |
| P-1002 | SILVER CR | 76.90 | CI | 100 | 0 | 1 | 6 | 1965 | 75 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 59,444 |
| P-779 | SCRIVEN BLVD | 262.90 | CI | 150 | 2 | 2 | 15 | 1965 | 75 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 205,062 |
| P-593 | FREEMAN DR | 222.15 | CI | 150 | 2 | 2 | 10 | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 173,274 |
| P-1052 | CAVAN ST | 227.34 | CI | 150 | 3 | 0 | 11 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 177,323 |
| P-305 | HIGHLAND DR | 134.79 | CI | 150 | 1 | 0 | 8 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 105,136 |
| P-417 | CAVAN ST | 18.50 | CI | 150 | 0 | 0 | 0 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 14,432 |
| P-445 | HIGHLAND DR | 156.47 | CI | 150 | 0 | 2 | 20 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 122,050 |
| P-758 | CAVAN ST | 11.33 | CI | 150 | 1 | 0 | 0 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 8,839 |
| P-909 | CAVAN ST | 3.99 | CI | 150 | 1 | 0 | 0 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 3,115 |
| P-924 | CAVAN ST | 4.86 | CI | 150 | 0 | 0 | 0 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 3,787 |
| P-310 | TORONTO RD | 78.38 | CI | 150 | 1 | 0 | 1 | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 61,139 |
| P-851A | WARD ST | 81.30 | CI | 150 | 0 | 0 | 4 | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 63,414 |
| P-981 | TORONTO RD | 8.44 | CI | 150 | 1 | 0 | 0 | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 6,584 |
| P-653 | ONTARIO ST | 19.48 | 0 | 19 | 0 | 0 | 3 | 1969 | 75 | 37% | 3 | 1 | 3 | based on life cycle | 2044 | 8,258 |
| P-1042 | ONTARIO ST | 8.39 | 0 | 25 | 0 | 0 | 0 | 1969 | 75 | 37% | 3 | 1 | 3 | based on life cycle | 2044 | 3,559 |
| P-372 | MAITLAND ST | 44.17 | 0 | 25 | 0 | 0 | 6 | 1969 | 75 | 37% | 3 | 1 | 3 | based on life cycle | 2044 | 18,726 |
| P-454 | ONTARIO ST | 21.08 | 0 | 25 | 0 | 0 | 1 | 1969 | 75 | 37% | 3 | 1 | 3 | based on life cycle | 2044 | 8,938 |
| P-553 | ONTARIO ST | 7.64 | 0 | 25 | 1 | 0 | 0 | 1969 | 75 | 37% | 3 | 1 | 3 | based on life cycle | 2044 | 3,240 |
| P-205 | ONTARIO ST | 7.10 | 0 | 100 | 1 | 0 | 0 | 1969 | 75 | 37% | 3 | 2 | 6 | based on life cycle | 2044 | 5,488 |
| P-1036 | MADISON ST | 59.52 | 0 | 25 | 0 | 0 | 2 | 1970 | 75 | 39% | 3 | 1 | 3 | based on life cycle | 2045 | 25,239 |
| P-1039 | MADISON ST | 8.59 | 0 | 25 | 0 | 0 | 1 | 1970 | 75 | 39% | 3 | 1 | 3 | based on life cycle | 2045 | 3,644 |
| P-716 | MADISON ST | 119.49 | 0 | 25 | 0 | 0 | 2 | 1970 | 75 | 39% | 3 | 1 | 3 | based on life cycle | 2045 | 50,662 |
| P-557 | WELLINGTON ST | 3.27 | PVC | 150 | 1 | 0 | 0 | 1971 | 75 | 40% | 3 | 2 | 6 | based on life cycle | 2046 | 2,554 |
| P-1021 | WELLINGTON ST | 54.50 | DI | 200 | 0 | 0 | 5 | 1971 | 75 | 40% | 3 | 3 | 9 | based on life cycle | 2046 | 44,200 |
| P-159 | WELLINGTON ST | 28.00 | DI | 200 | 1 | 0 | 0 | 1971 | 75 | 40% | 3 | 3 | 9 | based on life cycle | 2046 | 22,707 |
| P-162 | WELLINGTON ST | 4.35 | DI | 200 | 0 | 0 | 1 | 1971 | 75 | 40% | 3 | 3 | 9 | based on life cycle | 2046 | 3,528 |
| P-211 | WELLINGTON ST | 65.72 | DI | 200 | 0 | 0 | 1 | 1971 | 75 | 40% | 3 | 3 | 9 | based on life cycle | 2046 | 53,298 |
| P-247 | WELLINGTON ST | 138.94 | DI | 200 | 1 | 0 | 5 | 1971 | 75 | 40% | 3 | 3 | 9 | based on life cycle | 2046 | 112,681 |
| P-363 | WELLINGTON ST | 58.29 | DI | 200 | 0 | 0 | 4 | 1971 | 75 | 40% | 3 | 3 | 9 | based on life cycle | 2046 | 47,277 |
| P-393 | WELLINGTON ST | 34.60 | DI | 200 | 0 | 0 | 0 | 1971 | 75 | 40% | 3 | 3 | 9 | based on life cycle | 2046 | 28,061 |
| P-910 | WELLINGTON ST | 80.75 | DI | 200 | 1 | 1 | 5 | 1971 | 75 | 40% | 3 | 3 | 9 | based on life cycle | 2046 | 65,487 |
| P-435 | BENNETT CT | 92.77 | DI | 100 | 1 | 1 | 12 | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 71,709 |
| P-1049 | SULLIVAN ST | 177.34 | DI | 150 | 2 | 0 | 18 | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 138,327 |
| P-508 | VICTORIA ST S | 128.43 | DI | 150 | 2 | 1 | 2 | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 100,178 |
| P-733 | PHILLIPS RD | 2.45 | DI | 150 | 1 | 0 | 0 | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 1,910 |
| P-941 | GIFFORD ST | 251.21 | DI | 150 | 2 | 2 | 7 | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 195,944 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|------------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-944 | SULLIVAN ST | 119.13 | DI | 150 | 1 | 0 | 4 | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 92,924 |
| P-1144 | ROSE GLEN RD EXTENSION | 230.17 | DI | 200 | 2 | 3 | 2 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 186,667 |
| P-322 | CAVAN ST | 586.74 | DI | 200 | 4 | 2 | 12 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 475,846 |
| P-573 | PHILLIPS RD | 148.95 | DI | 200 | 1 | 0 | 2 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 120,801 |
| P-589 | TORONTO RD | 19.70 | DI | 300 | 1 | 0 | 0 | 1972 | 75 | 41% | 3 | 5 | 15 | 2020 to 2024 | 2047 | 19,053 |
| P-748 | TORONTO RD | 422.00 | DI | 300 | 1 | 0 | 1 | 1972 | 75 | 41% | 3 | 5 | 15 | 2020 to 2024 | 2047 | 408,075 |
| P-1119 | VICTORIA ST | 3.41 | COP | 25 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 1 | 3 | based on life cycle | 2049 | 1,446 |
| P-227 | VICTORIA ST | 1.63 | COP | 25 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 1 | 3 | based on life cycle | 2049 | 693 |
| P-235 | WARD ST | 268.26 | COP | 25 | 1 | 0 | 2 | 1974 | 75 | 44% | 3 | 1 | 3 | based on life cycle | 2049 | 113,741 |
| P-348 | VICTORIA ST | 1.10 | COP | 25 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 1 | 3 | based on life cycle | 2049 | 468 |
| P-579 | VICTORIA ST | 5.25 | COP | 25 | 1 | 0 | 0 | 1974 | 75 | 44% | 3 | 1 | 3 | based on life cycle | 2049 | 2,226 |
| P-712 | WARD ST | 31.75 | 0 | 25 | 1 | 0 | 0 | 1974 | 75 | 44% | 3 | 1 | 3 | based on life cycle | 2049 | 13,462 |
| P-807 | WARD ST | 5.51 | 0 | 25 | 1 | 0 | 0 | 1974 | 75 | 44% | 3 | 1 | 3 | based on life cycle | 2049 | 2,337 |
| P-810 | KELLY CR | 138.87 | DI | 100 | 2 | 1 | 26 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 107,349 |
| P-1033 | PAYNE CR | 62.04 | DI | 150 | 1 | 0 | 1 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 48,391 |
| P-106 | CROSSLEY DR | 218.99 | DI | 150 | 2 | 1 | 25 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 170,816 |
| P-1104 | ARTHUR MARK DR | 321.15 | DI | 150 | 2 | 3 | 39 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 250,498 |
| P-1117 | PAYNE CR | 116.72 | DI | 150 | 1 | 1 | 9 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 91,045 |
| P-1153 | POCHON AV | 134.12 | DI | 150 | 0 | 1 | 26 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 104,612 |
| P-208 | CROSSLEY DR | 110.28 | DI | 150 | 1 | 0 | 13 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 86,021 |
| P-226 | CROSSLEY DR | 102.04 | DI | 150 | 0 | 0 | 16 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 79,592 |
| P-229 | CAMPBELL RD | 158.98 | DI | 150 | 2 | 1 | 11 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 124,003 |
| P-231 | CROSSLEY DR | 99.17 | DI | 150 | 1 | 0 | 12 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 77,356 |
| P-241 | STANLEY DR | 137.69 | DI | 150 | 1 | 1 | 14 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 107,396 |
| P-264 | POCHON AV | 90.42 | DI | 150 | 1 | 0 | 5 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 70,530 |
| P-298 | COLLEGE ST | 133.28 | DI | 150 | 1 | 0 | 7 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 103,958 |
| P-340 | ELGIN ST N | 273.80 | CI | 150 | 2 | 1 | 20 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 213,562 |
| P-401 | CROSSLEY DR | 209.90 | DI | 150 | 1 | 1 | 17 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 163,721 |
| P-410 | STANLEY DR | 67.43 | DI | 150 | 1 | 0 | 5 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 52,599 |
| P-49 | CUMBERLAND ST | 131.20 | DI | 150 | 1 | 0 | 7 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 102,336 |
| P-517 | STANLEY DR | 136.11 | DI | 150 | 1 | 2 | 17 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 106,163 |
| P-532B | HARCOURT ST | 377.53 | DI | 150 | 3 | 3 | 51 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 294,471 |
| P-587 | VAUGHAN AV | 143.98 | DI | 150 | 1 | 2 | 9 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 112,301 |
| P-690 | CAROL PL | 68.31 | DI | 150 | 0 | 1 | 6 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 53,281 |
| P-694 | CENTENNIAL DR | 242.46 | DI | 150 | 2 | 2 | 16 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 189,121 |
| P-724 | PAYNE CR | 209.79 | DI | 150 | 2 | 1 | 15 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 163,639 |
| P-746 | HEWSON DR | 108.49 | DI | 150 | 1 | 1 | 10 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 84,622 |
| P-866 | PAYNE CR | 126.07 | DI | 150 | 1 | 1 | 8 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 98,331 |
| P-973 | POCHON AV | 117.82 | DI | 150 | 1 | 1 | 12 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 91,898 |
| P-975 | ST ANDREWS RD | 184.24 | DI | 150 | 2 | 1 | 14 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 143,710 |
| P-976 | CALGARY ST | 135.87 | DI | 150 | 2 | 1 | 7 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 105,977 |
| P-1014 | CAVAN ST | 277.71 | DI | 200 | 2 | 1 | 10 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 225,223 |
| P-103 | CENTENNIAL DR | 140.49 | DI | 200 | 2 | 1 | 11 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 113,940 |
| P-1165 | CENTENNIAL DR | 97.02 | DI | 200 | 1 | 1 | 7 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 78,682 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|--------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-1172 | CENTENNIAL DR | 212.27 | DI | 200 | 3 | 1 | 9 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 172,149 |
| P-191 | HOPE ST S | 74.45 | DI | 200 | 1 | 0 | 2 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 60,379 |
| P-25 | ROSE GLEN RD S | 260.00 | DI | 200 | 1 | 1 | 3 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 210,860 |
| P-285 | CENTENNIAL DR | 107.33 | DI | 200 | 1 | 0 | 8 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 87,045 |
| P-342 | CROSSLEY DR | 69.72 | DI | 200 | 1 | 0 | 1 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 56,543 |
| P-370 | PEACOCK BLVD | 58.67 | DI | 200 | 1 | 1 | 4 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 47,582 |
| P-464 | PEACOCK BLVD | 138.29 | DI | 200 | 2 | 1 | 12 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 112,150 |
| P-544 | PEACOCK BLVD | 246.14 | DI | 200 | 0 | 2 | 42 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 199,621 |
| P-606 | PEACOCK BLVD | 53.26 | DI | 200 | 1 | 0 | 3 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 43,191 |
| P-711 | CENTENNIAL DR | 109.30 | DI | 200 | 1 | 1 | 7 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 88,646 |
| P-811 | CENTENNIAL DR | 159.79 | DI | 200 | 1 | 1 | 12 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 129,589 |
| P-822 | PEACOCK BLVD | 229.16 | DI | 200 | 2 | 2 | 27 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 185,845 |
| P-908 | CENTENNIAL DR | 34.39 | DI | 200 | 0 | 0 | 4 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 27,892 |
| P-10 | VICTORIA ST N | 7.40 | DI | 250 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 6,734 |
| P-1024 | JOCELYN ST | 110.52 | DI | 250 | 1 | 0 | 5 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 100,573 |
| P-1040 | VICTORIA ST | 95.68 | DI | 250 | 1 | 0 | 6 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 87,066 |
| P-1081 | CENTENNIAL DR | 121.68 | DI | 250 | 1 | 1 | 8 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 110,726 |
| P-1097 | JOCELYN ST | 3.31 | DI | 250 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 3,010 |
| P-10A | VICTORIA ST N | 2.67 | DI | 250 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 2,434 |
| P-1139 | VICTORIA ST | 165.36 | DI | 250 | 0 | 1 | 5 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 150,481 |
| P-271 | VICTORIA ST N | 15.31 | DI | 250 | 1 | 1 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 13,936 |
| P-283 | VAUGHAN AV | 57.64 | DI | 250 | 1 | 0 | 1 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 52,455 |
| P-293 | VICTORIA ST N | 54.03 | DI | 250 | 0 | 0 | 1 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 49,166 |
| P-314 | CENTENNIAL DRV | 66.52 | DI | 250 | 1 | 0 | 3 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 60,534 |
| P-374 | JOCELYN ST | 4.99 | DI | 250 | 1 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 4,541 |
| P-384 | JOCELYN ST | 7.24 | DI | 250 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 6,585 |
| P-413 | CENTENNIAL DR | 55.62 | DI | 250 | 0 | 1 | 4 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 50,616 |
| P-429 | JOCELYN ST | 8.10 | DI | 250 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 7,373 |
| P-5 | VICTORIA ST N | 23.60 | DI | 250 | 1 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 21,476 |
| P-505 | VICTORIA ST | 95.47 | DI | 250 | 0 | 0 | 2 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 86,875 |
| P-507 | JOCELYN ST | 209.15 | DI | 250 | 2 | 2 | 3 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 190,323 |
| P-563 | JOCELYN ST | 20.65 | DI | 250 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 18,792 |
| P-569 | VICTORIA ST | 22.69 | DI | 250 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 20,648 |
| P-6 | VICTORIA ST N | 115.30 | DI | 250 | 1 | 1 | 10 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 104,923 |
| P-616 | CENTENNIAL DR | 364.64 | DI | 250 | 2 | 3 | 29 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 331,826 |
| P-619 | CENTENNIAL DR | 198.26 | DI | 250 | 1 | 2 | 17 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 180,420 |
| P-62 | VICTORIA ST N | 45.10 | DI | 250 | 1 | 0 | 2 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 41,041 |
| P-63 | VICTORIA ST N | 32.57 | DI | 250 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 29,639 |
| P-64 | VICTORIA ST N | 103.30 | DI | 250 | 0 | 0 | 3 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 94,003 |
| P-640 | VICTORIA ST N | 9.10 | DI | 250 | 1 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 8,280 |
| P-65 | VICTORIA ST N | 113.00 | DI | 250 | 1 | 0 | 5 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 102,830 |
| P-66 | VICTORIA ST N | 14.12 | DI | 250 | 1 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 12,849 |
| P-67 | VICTORIA ST N | 119.00 | DI | 250 | 2 | 0 | 5 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 108,290 |
| P-68 | VICTORIA ST N | 92.72 | DI | 250 | 0 | 1 | 5 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 84,375 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|-----------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-680 | NORTHWEST RESEVOIR | 59.13 | DI | 250 | 3 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 53,806 |
| P-683 | JOCELYN ST | 9.08 | DI | 250 | 1 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 8,263 |
| P-69 | VICTORIA ST N | 17.88 | DI | 250 | 1 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 16,271 |
| P-70 | VICTORIA ST N | 89.50 | DI | 250 | 1 | 0 | 5 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 81,445 |
| P-703 | VICTORIA ST N | 3.03 | DI | 250 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 2,759 |
| P-71 | VICTORIA ST N | 97.89 | DI | 250 | 1 | 0 | 8 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 89,080 |
| P-800 | VICTORIA ST | 12.19 | DI | 250 | 1 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 11,094 |
| P-821 | JOCELYN ST | 141.98 | DI | 250 | 2 | 0 | 2 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 129,199 |
| P-853 | VICTORIA ST | 2.87 | DI | 250 | 0 | 0 | 2 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 2,609 |
| P-9 | VICTORIA ST N | 81.68 | DI | 250 | 1 | 1 | 6 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 74,329 |
| P-906 | VICTORIA ST | 7.49 | DI | 250 | 0 | 1 | 2 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 6,816 |
| P-91A | VICTORIA ST N | 8.10 | DI | 250 | 1 | 0 | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 7,371 |
| P-938 | JOCELYN ST | 120.39 | DI | 250 | 2 | 0 | 4 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 109,552 |
| P-983 | JOCELYN ST | 144.16 | DI | 250 | 2 | 0 | 3 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 131,188 |
| P-1008 | HAMILTON RD | 236.51 | DI | 300 | 1 | 2 | 4 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 228,705 |
| P-509 | HAMILTON RD | 274.16 | DI | 300 | 1 | 0 | 9 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 265,115 |
| P-632 | WARD ST | 21.53 | DI | 400 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 27,816 |
| P-1122 | KING ST | 143.76 | DI | 500 | 0 | 0 | 3 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 185,744 |
| P-1148 | WARD ST | 420.29 | DI | 500 | 0 | 2 | 16 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 543,019 |
| P-479 | CP RAIL | 278.67 | DI | 500 | 1 | 0 | 0 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 360,042 |
| P-482 | WARD ST | 31.01 | DI | 500 | 1 | 0 | 0 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 40,060 |
| P-577 | GANARASKA RIVER SOUTH | 166.36 | DI | 500 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 214,934 |
| P-582 | ROSE GLEN RD S | 385.42 | DI | 500 | 2 | 3 | 5 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 497,959 |
| P-763 | CP RAIL | 159.89 | DI | 500 | 0 | 0 | 1 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 206,575 |
| P-78 | WARD ST | 414.96 | DI | 500 | 1 | 4 | 22 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 536,132 |
| P-806 | CP RAIL | 545.63 | DI | 500 | 2 | 0 | 0 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 704,949 |
| P-833 | SHUTER ST | 111.04 | DI | 500 | 0 | 1 | 2 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 143,462 |
| P-929 | HAYWARD ST | 175.78 | DI | 500 | 0 | 0 | 0 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 227,113 |
| P-966 | CP RAIL | 378.78 | DI | 500 | 1 | 0 | 16 | 1974 | 75 | 44% | 3 | 5 | 15 | 2020 to 2024 | 2049 | 489,388 |
| P-1154 | VICTORIA ST N | 8.09 | COP | 19 | 1 | 0 | 0 | 1975 | 75 | 45% | 3 | 1 | 3 | based on life cycle | 2050 | 3,429 |
| P-549 | HOPE ST S | 2.34 | COP | 25 | 0 | 0 | 0 | 1976 | 75 | 47% | 3 | 1 | 3 | based on life cycle | 2051 | 993 |
| P-860 | HOPE ST S | 10.25 | COP | 25 | 1 | 0 | 0 | 1976 | 75 | 47% | 3 | 1 | 3 | based on life cycle | 2051 | 4,346 |
| P-1076 | HOPE ST S | 5.53 | DI | 200 | 0 | 0 | 0 | 1976 | 75 | 47% | 3 | 3 | 9 | based on life cycle | 2051 | 4,486 |
| P-280 | KING ST | 2.06 | DI | 200 | 0 | 0 | 0 | 1976 | 75 | 47% | 3 | 3 | 9 | based on life cycle | 2051 | 1,668 |
| P-460 | KING ST | 8.59 | DI | 200 | 1 | 0 | 0 | 1976 | 75 | 47% | 3 | 3 | 9 | based on life cycle | 2051 | 6,967 |
| P-688 | KING ST | 6.08 | DI | 200 | 1 | 0 | 0 | 1976 | 75 | 47% | 3 | 3 | 9 | based on life cycle | 2051 | 4,934 |
| P-759 | KING ST | 6.91 | DI | 200 | 0 | 0 | 0 | 1976 | 75 | 47% | 3 | 3 | 9 | based on life cycle | 2051 | 5,605 |
| P-783 | KING ST | 16.45 | DI | 200 | 1 | 0 | 0 | 1976 | 75 | 47% | 3 | 3 | 9 | based on life cycle | 2051 | 13,342 |
| P-957 | SHUTER ST | 424.80 | DI | 200 | 2 | 2 | 30 | 1976 | 75 | 47% | 3 | 3 | 9 | based on life cycle | 2051 | 344,516 |
| P-977 | SULLIVAN ST | 62.16 | COP | 25 | 0 | 1 | 5 | 1978 | 75 | 49% | 3 | 1 | 3 | based on life cycle | 2053 | 26,354 |
| P-1016 | HIGHLAND DR | 96.87 | DI | 150 | 0 | 1 | 0 | 1978 | 75 | 49% | 3 | 2 | 6 | based on life cycle | 2053 | 75,559 |
| P-1023 | HIGHLAND DR | 73.45 | DI | 150 | 1 | 0 | 0 | 1978 | 75 | 49% | 3 | 2 | 6 | based on life cycle | 2053 | 57,289 |
| P-1099 | HIGHLAND DR | 3.12 | DI | 150 | 0 | 1 | 0 | 1978 | 75 | 49% | 3 | 2 | 6 | based on life cycle | 2053 | 2,436 |
| P-576 | HIGHLAND DR | 531.32 | DI | 150 | 1 | 3 | 5 | 1978 | 75 | 49% | 3 | 2 | 6 | based on life cycle | 2053 | 414,430 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|--------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-515 | SEYMOUR ST | 114.68 | DI | 150 | 1 | 0 | 12 | 1979 | 75 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 89,454 |
| P-1029 | HILL ST | 0.96 | COP | 19 | 1 | 0 | 0 | 1980 | 75 | 52% | 3 | 1 | 3 | based on life cycle | 2055 | 407 |
| P-794 | HILL ST | 0.76 | COP | 19 | 0 | 0 | 1 | 1980 | 75 | 52% | 3 | 1 | 3 | based on life cycle | 2055 | 322 |
| P-1045 | BRUTON ST | 4.48 | COP | 25 | 1 | 0 | 0 | 1980 | 75 | 52% | 3 | 1 | 3 | based on life cycle | 2055 | 1,899 |
| P-1105 | HILL ST | 44.17 | COP | 25 | 0 | 0 | 1 | 1980 | 75 | 52% | 3 | 1 | 3 | based on life cycle | 2055 | 18,726 |
| P-154 | BRUTON ST | 59.42 | COP | 25 | 0 | 0 | 3 | 1980 | 75 | 52% | 3 | 1 | 3 | based on life cycle | 2055 | 25,193 |
| P-184 | BRUTON ST | 4.84 | COP | 25 | 1 | 0 | 0 | 1980 | 75 | 52% | 3 | 1 | 3 | based on life cycle | 2055 | 2,052 |
| P-315 | HILL ST | 6.42 | COP | 25 | 1 | 0 | 0 | 1980 | 75 | 52% | 3 | 1 | 3 | based on life cycle | 2055 | 2,722 |
| P-378 | HILL ST | 6.58 | COP | 25 | 1 | 0 | 0 | 1980 | 75 | 52% | 3 | 1 | 3 | based on life cycle | 2055 | 2,792 |
| P-389 | HILL ST | 12.06 | COP | 25 | 0 | 0 | 2 | 1980 | 75 | 52% | 3 | 1 | 3 | based on life cycle | 2055 | 5,114 |
| P-426 | HILL ST | 16.38 | COP | 25 | 0 | 0 | 0 | 1980 | 75 | 52% | 3 | 1 | 3 | based on life cycle | 2055 | 6,945 |
| P-621 | HILL ST | 16.26 | COP | 25 | 0 | 0 | 0 | 1980 | 75 | 52% | 3 | 1 | 3 | based on life cycle | 2055 | 6,894 |
| P-645 | HILL ST | 2.60 | COP | 25 | 0 | 0 | 0 | 1980 | 75 | 52% | 3 | 1 | 3 | based on life cycle | 2055 | 1,104 |
| P-796 | HILL ST | 74.86 | COP | 25 | 1 | 0 | 4 | 1980 | 75 | 52% | 3 | 1 | 3 | based on life cycle | 2055 | 31,739 |
| P-927 | BRUTON ST | 21.79 | COP | 25 | 0 | 0 | 1 | 1980 | 75 | 52% | 3 | 1 | 3 | based on life cycle | 2055 | 9,240 |
| P-1025 | BRUTON ST | 5.65 | DI | 150 | 0 | 1 | 2 | 1980 | 75 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 4,407 |
| P-1101 | BRUTON ST | 1.57 | DI | 150 | 0 | 0 | 0 | 1980 | 75 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 1,227 |
| P-383 | BRUTON ST | 63.33 | DI | 150 | 0 | 0 | 4 | 1980 | 75 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 49,395 |
| P-550 | BRUTON ST | 246.32 | DI | 150 | 1 | 2 | 24 | 1980 | 75 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 192,133 |
| P-685 | BRUTON ST | 2.94 | DI | 150 | 0 | 0 | 0 | 1980 | 75 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 2,290 |
| P-1047 | CHOATE ST | 4.21 | COP | 19 | 0 | 0 | 0 | 1981 | 75 | 53% | 3 | 1 | 3 | based on life cycle | 2056 | 1,783 |
| P-905 | CHOATE ST | 3.31 | COP | 19 | 1 | 0 | 0 | 1981 | 75 | 53% | 3 | 1 | 3 | based on life cycle | 2056 | 1,405 |
| P-699 | ROSS ST | 130.52 | COP | 25 | 0 | 0 | 7 | 1981 | 75 | 53% | 3 | 1 | 3 | based on life cycle | 2056 | 55,341 |
| P-768 | ROSS ST | 2.89 | COP | 25 | 1 | 0 | 0 | 1981 | 75 | 53% | 3 | 1 | 3 | based on life cycle | 2056 | 1,227 |
| P-1034 | CHOATE ST | 19.28 | DI | 200 | 0 | 0 | 3 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 15,635 |
| P-1057 | HAYWARD ST | 1.96 | DI | 200 | 1 | 0 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 1,590 |
| P-709 | HAYWARD ST | 2.28 | DI | 200 | 1 | 0 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 1,846 |
| P-1059 | HAYWARD ST | 2.29 | CON | 600 | 1 | 0 | 0 | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2056 | 2,961 |
| P-20 | MARSH ST | 53.61 | CON | 600 | 0 | 0 | 0 | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2056 | 69,264 |
| P-710 | HAYWARD ST | 13.83 | CON | 600 | 1 | 1 | 0 | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2056 | 17,874 |
| P-160 | FRANCIS ST | 112.67 | DI | 150 | 0 | 1 | 8 | 1982 | 75 | 55% | 3 | 2 | 6 | based on life cycle | 2057 | 87,882 |
| P-263 | PRINCESS ST | 164.52 | DI | 150 | 1 | 2 | 13 | 1982 | 75 | 55% | 3 | 2 | 6 | based on life cycle | 2057 | 128,325 |
| P-547 | MARTHA ST | 83.40 | DI | 150 | 1 | 0 | 2 | 1982 | 75 | 55% | 3 | 2 | 6 | based on life cycle | 2057 | 65,052 |
| P-555 | YOUNG ST | 213.53 | DI | 150 | 1 | 2 | 12 | 1982 | 75 | 55% | 3 | 2 | 6 | based on life cycle | 2057 | 166,553 |
| P-756 | PRINCESS ST | 122.07 | DI | 150 | 1 | 0 | 4 | 1982 | 75 | 55% | 3 | 2 | 6 | based on life cycle | 2057 | 95,217 |
| P-1015 | TORONTO RD | 9.87 | DI | 300 | 0 | 0 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 9,544 |
| P-1046 | HAYWARD ST | 19.38 | CON | 500 | 0 | 0 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 25,041 |
| P-187 | HAYWARD ST | 355.59 | DI | 500 | 0 | 2 | 3 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 459,428 |
| P-1130 | CHOATE ST | 69.23 | CON | 600 | 1 | 0 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 89,447 |
| P-1155 | HAYWARD ST | 72.18 | CON | 600 | 2 | 1 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 93,254 |
| P-224 | HAYWARD ST | 9.72 | CON | 600 | 0 | 0 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 12,564 |
| P-274 | HAYWARD ST | 74.15 | CON | 600 | 2 | 1 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 95,796 |
| P-319 | ALEXANDER ST | 141.47 | DI | 600 | 1 | 0 | 4 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 182,784 |
| P-323 | HAYWARD ST | 50.51 | CON | 600 | 0 | 1 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 65,253 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|--------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-364 | ALEXANDER ST | 60.69 | DI | 600 | 1 | 0 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 78,405 |
| P-513 | JOHN ST | 3.00 | DI | 600 | 0 | 0 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 3,872 |
| P-668 | CHOATE ST | 165.34 | CON | 600 | 1 | 3 | 2 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 213,619 |
| P-668A | MARSH ST | 9.50 | CON | 600 | 0 | 0 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 12,276 |
| P-668B | MARSH ST | 0.99 | CON | 600 | 0 | 0 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 1,275 |
| P-798 | CHOATE ST | 44.68 | CON | 600 | 1 | 0 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 57,723 |
| P-805 | HAYWARD ST | 8.38 | CON | 600 | 1 | 0 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 10,826 |
| P-838 | HAYWARD ST | 181.02 | CON | 600 | 1 | 0 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 233,873 |
| P-982 | ALEXANDER ST | 39.23 | DI | 600 | 1 | 0 | 0 | 1982 | 75 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2057 | 50,687 |
| P-409 | PHILLIPS RD | 4.48 | DI | 100 | 0 | 0 | 1 | 1983 | 75 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 3,464 |
| P-985 | BRAMLEY ST N | 66.67 | DI | 150 | 1 | 0 | 3 | 1983 | 75 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 52,003 |
| P-991 | BRAMLEY ST N | 108.59 | DI | 150 | 1 | 1 | 3 | 1983 | 75 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 84,698 |
| P-465 | PHILLIPS RD | 69.90 | DI | 200 | 1 | 1 | 1 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 56,686 |
| P-960 | PHILLIPS RD | 85.13 | DI | 200 | 1 | 0 | 2 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 69,041 |
| P-1004 | CP RAIL | 121.23 | CI | 250 | 0 | 0 | 2 | 1983 | 75 | 56% | 3 | 4 | 12 | 2020 to 2024 | 2058 | 110,316 |
| P-1157 | TORONTO RD | 9.51 | DI | 300 | 0 | 0 | 1 | 1983 | 75 | 56% | 3 | 5 | 15 | 2020 to 2024 | 2058 | 9,196 |
| P-631 | TORONTO RD | 26.88 | DI | 300 | 0 | 0 | 1 | 1983 | 75 | 56% | 3 | 5 | 15 | 2020 to 2024 | 2058 | 25,991 |
| P-1082 | BEDFORD ST | 2.47 | DI | 150 | 1 | 0 | 0 | 1984 | 75 | 57% | 3 | 2 | 6 | based on life cycle | 2059 | 1,925 |
| P-1087 | BEDFORD ST | 75.71 | DI | 150 | 0 | 1 | 4 | 1984 | 75 | 57% | 3 | 2 | 6 | based on life cycle | 2059 | 59,050 |
| P-1138 | BEDFORD ST | 4.87 | DI | 150 | 1 | 0 | 0 | 1984 | 75 | 57% | 3 | 2 | 6 | based on life cycle | 2059 | 3,800 |
| P-818 | BEDFORD ST | 91.96 | DI | 150 | 0 | 1 | 7 | 1984 | 75 | 57% | 3 | 2 | 6 | based on life cycle | 2059 | 71,731 |
| P-844 | BEDFORD ST | 5.72 | DI | 150 | 0 | 0 | 0 | 1984 | 75 | 57% | 3 | 2 | 6 | based on life cycle | 2059 | 4,463 |
| P-1028 | DORSET ST E | 13.67 | DI | 250 | 1 | 0 | 0 | 1984 | 75 | 57% | 3 | 4 | 12 | 2020 to 2024 | 2059 | 12,439 |
| P-1048 | SMITH ST | 4.15 | COP | 19 | 1 | 0 | 0 | 1985 | 75 | 59% | 3 | 1 | 3 | based on life cycle | 2060 | 1,761 |
| P-1145 | PERCY ST | 44.71 | COP | 19 | 0 | 0 | 5 | 1985 | 75 | 59% | 3 | 1 | 3 | based on life cycle | 2060 | 18,957 |
| P-880 | DORSET ST E ROW | 3.19 | COP | 19 | 0 | 0 | 0 | 1985 | 75 | 59% | 3 | 1 | 3 | based on life cycle | 2060 | 1,351 |
| P-180 | SMITH ST | 7.92 | COP | 25 | 0 | 0 | 0 | 1985 | 75 | 59% | 3 | 1 | 3 | based on life cycle | 2060 | 3,357 |
| P-457 | CALDWELL ST | 5.38 | COP | 25 | 1 | 0 | 0 | 1985 | 75 | 59% | 3 | 1 | 3 | based on life cycle | 2060 | 2,281 |
| P-520 | PARK ST | 87.23 | COP | 25 | 1 | 0 | 10 | 1985 | 75 | 59% | 3 | 1 | 3 | based on life cycle | 2060 | 36,987 |
| P-722 | CALDWELL ST | 101.92 | COP | 25 | 0 | 0 | 7 | 1985 | 75 | 59% | 3 | 1 | 3 | based on life cycle | 2060 | 43,215 |
| P-403 | ALFRED ST | 146.45 | DI | 150 | 2 | 1 | 6 | 1986 | 75 | 60% | 2 | 2 | 4 | based on life cycle | 2061 | 114,231 |
| P-661 | TORONTO RD | 30.04 | DI | 150 | 1 | 0 | 0 | 1986 | 75 | 60% | 2 | 2 | 4 | based on life cycle | 2061 | 23,431 |
| P-1118 | TORONTO RD | 19.76 | DI | 200 | 0 | 0 | 0 | 1986 | 75 | 60% | 2 | 3 | 6 | based on life cycle | 2061 | 16,029 |
| P-166 | ANN ST | 12.86 | DI | 200 | 0 | 1 | 0 | 1986 | 75 | 60% | 2 | 3 | 6 | based on life cycle | 2061 | 10,427 |
| P-497 | TORONTO RD | 15.15 | DI | 200 | 0 | 1 | 0 | 1986 | 75 | 60% | 2 | 3 | 6 | based on life cycle | 2061 | 12,285 |
| P-663 | COLLINS AND AIKMAN | 1.61 | DI | 200 | 0 | 0 | 0 | 1986 | 75 | 60% | 2 | 3 | 6 | based on life cycle | 2061 | 1,308 |
| P-812 | ANN ST | 24.82 | DI | 200 | 1 | 0 | 0 | 1986 | 75 | 60% | 2 | 3 | 6 | based on life cycle | 2061 | 20,132 |
| P-448 | DORSET ST E | 2.20 | DI | 250 | 1 | 0 | 0 | 1986 | 75 | 60% | 2 | 4 | 8 | based on life cycle | 2061 | 2,000 |
| P-202 | COLLINS AND AIKMAN | 80.63 | DI | 300 | 1 | 1 | 0 | 1986 | 75 | 60% | 2 | 5 | 10 | 2020 to 2024 | 2061 | 77,966 |
| P-419 | TORONTO RD | 5.91 | DI | 300 | 1 | 0 | 0 | 1986 | 75 | 60% | 2 | 5 | 10 | 2020 to 2024 | 2061 | 5,713 |
| P-52 | TORONTO RD | 556.10 | DI | 300 | 2 | 3 | 5 | 1986 | 75 | 60% | 2 | 5 | 10 | 2020 to 2024 | 2061 | 537,749 |
| P-53 | TORONTO RD | 14.90 | DI | 300 | 0 | 0 | 0 | 1986 | 75 | 60% | 2 | 5 | 10 | 2020 to 2024 | 2061 | 14,408 |
| P-650 | COLLINS AND AIKMAN | 67.13 | DI | 300 | 1 | 0 | 0 | 1986 | 75 | 60% | 2 | 5 | 10 | 2020 to 2024 | 2061 | 64,919 |
| P-651 | TORONTO RD | 77.58 | DI | 300 | 1 | 0 | 1 | 1986 | 75 | 60% | 2 | 5 | 10 | 2020 to 2024 | 2061 | 75,022 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|------------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-782 | TORONTO RD | 273.92 | DI | 300 | 1 | 1 | 11 | 1986 | 75 | 60% | 2 | 5 | 10 | 2020 to 2024 | 2061 | 264,877 |
| P-837 | TORONTO RD | 100.65 | DI | 300 | 0 | 1 | 0 | 1986 | 75 | 60% | 2 | 5 | 10 | 2020 to 2024 | 2061 | 97,331 |
| P-995 | TORONTO RD | 42.36 | DI | 300 | 0 | 1 | 0 | 1986 | 75 | 60% | 2 | 5 | 10 | 2020 to 2024 | 2061 | 40,967 |
| P-239 | WLADYKA PARK | 92.97 | PE | 50 | 0 | 0 | 0 | 1987 | 75 | 61% | 2 | 1 | 2 | based on life cycle | 2062 | 39,418 |
| P-490 | DEBLAQUIRE ST S | 139.18 | DI | 150 | 2 | 1 | 33 | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 108,564 |
| P-588 | DEBLAQUIRE ST S | 54.06 | DI | 150 | 1 | 0 | 0 | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 42,166 |
| P-706 | HEWSON DR | 164.17 | DI | 150 | 0 | 1 | 18 | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 128,054 |
| P-736 | HEWSON DR | 307.34 | DI | 150 | 0 | 2 | 26 | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 239,724 |
| P-823 | MCCAUL ST | 29.13 | DI | 150 | 0 | 1 | 0 | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 22,724 |
| P-923 | ROSE GLEN RD N | 7.55 | PVC | 150 | 1 | 0 | 1 | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 5,887 |
| P-936 | ROSE GLEN RD N | 2.53 | PVC | 150 | 0 | 0 | 0 | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,970 |
| P-221 | WARD ST | 2.89 | PVC | 200 | 1 | 0 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,345 |
| P-390 | BARRETT ST | 25.74 | DI | 200 | 0 | 0 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 20,879 |
| P-392 | WARD ST | 2.42 | PVC | 200 | 0 | 0 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,966 |
| P-863 | WLADYKA PARK | 3.61 | DI | 200 | 0 | 0 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,927 |
| P-987 | ROSE GLEN RD N | 16.21 | DI | 200 | 1 | 0 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 13,143 |
| P-1166 | ROSE GLEN RD EXTENSION | 279.04 | DI | 300 | 1 | 2 | 2 | 1987 | 75 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 269,835 |
| P-232 | ROSE GLEN RD N | 228.94 | DI | 400 | 0 | 1 | 1 | 1987 | 75 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 295,788 |
| P-290 | ROSE GLEN RD N | 2.68 | DI | 400 | 0 | 0 | 0 | 1987 | 75 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 3,459 |
| P-317 | ROSE GLEN RD N | 256.72 | DI | 400 | 1 | 2 | 3 | 1987 | 75 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 331,677 |
| P-512 | ROSE GLEN RD N | 99.52 | DI | 400 | 1 | 1 | 2 | 1987 | 75 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 128,577 |
| P-605 | ROSE GLEN RD N | 156.50 | DI | 400 | 1 | 1 | 2 | 1987 | 75 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 202,199 |
| P-979 | ROSE GLEN RD N | 3.88 | DI | 400 | 1 | 0 | 0 | 1987 | 75 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 5,012 |
| P-918 | PETER ST | 51.34 | PE | 19 | 0 | 0 | 0 | 1988 | 75 | 63% | 2 | 1 | 2 | based on life cycle | 2063 | 21,770 |
| P-361 | PETER ST | 1.89 | PE | 25 | 0 | 0 | 2 | 1988 | 75 | 63% | 2 | 1 | 2 | based on life cycle | 2063 | 799 |
| P-773 | PETER ST | 84.14 | PE | 50 | 1 | 0 | 3 | 1988 | 75 | 63% | 2 | 1 | 2 | based on life cycle | 2063 | 35,674 |
| P-1123 | QUINLAN DR | 285.93 | DI | 150 | 2 | 2 | 27 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 223,023 |
| P-300 | QUINLAN DR | 99.20 | DI | 150 | 1 | 1 | 14 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 77,376 |
| P-41 | BEAMISH ST | 122.52 | DI | 150 | 1 | 0 | 4 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 95,569 |
| P-446 | SANDERS DR | 459.70 | DI | 150 | 2 | 3 | 67 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 358,566 |
| P-567 | ONTARIO ST | 82.40 | DI | 150 | 1 | 0 | 1 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 64,271 |
| P-625 | CHALK CT | 74.99 | DI | 150 | 1 | 1 | 14 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 58,490 |
| P-633 | SCOTT CT | 56.45 | DI | 150 | 1 | 1 | 9 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 44,031 |
| P-739 | CURTIS CT | 42.55 | DI | 150 | 1 | 1 | 9 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 33,187 |
| P-169 | VICTORIA ST N | 127.06 | DI | 200 | 2 | 0 | 4 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 103,042 |
| P-304 | CROFT ST | 1.33 | PVC | 200 | 0 | 0 | 0 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 1,080 |
| P-335 | CROFT ST | 7.82 | PVC | 200 | 1 | 0 | 0 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 6,341 |
| P-586 | RAVINE DR | 187.12 | DI | 200 | 1 | 1 | 8 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 151,755 |
| P-218 | BURNHAM BLVD | 144.40 | DI | 250 | 1 | 1 | 17 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 131,400 |
| P-252 | BURNHAM BLVD | 165.57 | DI | 250 | 2 | 2 | 22 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 150,671 |
| P-528 | PEACOCK BLVD | 283.65 | DI | 250 | 2 | 3 | 28 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 258,123 |
| P-578 | PEACOCK BLVD | 108.64 | DI | 250 | 1 | 1 | 12 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 98,864 |
| P-697 | PEACOCK BLVD | 109.93 | DI | 250 | 1 | 1 | 12 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 100,033 |
| P-725 | QUINLAN DR | 75.04 | DI | 250 | 1 | 0 | 7 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 68,290 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|------------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-845 | PEACOCK BLVD | 129.56 | DI | 250 | 1 | 1 | 12 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 117,900 |
| P-875 | BURNHAM BLVD | 69.16 | DI | 250 | 1 | 0 | 4 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 62,940 |
| P-204 | CROFT ST | 2.52 | DI | 300 | 0 | 0 | 0 | 1988 | 75 | 63% | 2 | 5 | 10 | 2020 to 2024 | 2063 | 2,434 |
| P-270 | CROFT ST | 0.86 | DI | 300 | 1 | 0 | 0 | 1988 | 75 | 63% | 2 | 5 | 10 | 2020 to 2024 | 2063 | 831 |
| P-330 | CROFT ST | 85.91 | DI | 300 | 0 | 0 | 0 | 1988 | 75 | 63% | 2 | 5 | 10 | 2020 to 2024 | 2063 | 83,072 |
| P-339 | CROFT ST | 166.77 | DI | 300 | 1 | 0 | 0 | 1988 | 75 | 63% | 2 | 5 | 10 | 2020 to 2024 | 2063 | 161,270 |
| P-552 | CROFT ST | 17.04 | DI | 300 | 1 | 0 | 1 | 1988 | 75 | 63% | 2 | 5 | 10 | 2020 to 2024 | 2063 | 16,475 |
| P-626 | HAMILTON RD | 3.01 | DI | 300 | 1 | 0 | 0 | 1988 | 75 | 63% | 2 | 5 | 10 | 2020 to 2024 | 2063 | 2,912 |
| P-662 | HAMILTON RD | 313.44 | DI | 300 | 1 | 1 | 18 | 1988 | 75 | 63% | 2 | 5 | 10 | 2020 to 2024 | 2063 | 303,099 |
| P-753 | CROFT ST | 16.87 | DI | 300 | 1 | 0 | 0 | 1988 | 75 | 63% | 2 | 5 | 10 | 2020 to 2024 | 2063 | 16,314 |
| P-940 | CROFT ST | 17.35 | DI | 300 | 1 | 0 | 0 | 1988 | 75 | 63% | 2 | 5 | 10 | 2020 to 2024 | 2063 | 16,775 |
| P-943 | CROFT ST | 6.61 | DI | 300 | 1 | 0 | 0 | 1988 | 75 | 63% | 2 | 5 | 10 | 2020 to 2024 | 2063 | 6,390 |
| P-405 | EASTON PLAZA | 1.87 | DI | 100 | 1 | 0 | 0 | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 1,449 |
| P-1067 | GIBSON PL | 53.48 | DI | 150 | 1 | 1 | 5 | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 41,711 |
| P-1098 | DURHAM ST | 66.71 | DI | 150 | 1 | 1 | 7 | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 52,035 |
| P-1112 | RAVINE DR | 77.15 | DI | 150 | 0 | 0 | 4 | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 60,178 |
| P-1162 | LYALL PL | 71.18 | DI | 150 | 1 | 1 | 5 | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 55,518 |
| P-137 | GIBSON PL | 62.52 | DI | 150 | 1 | 1 | 5 | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 48,765 |
| P-258 | EASTON PLAZA | 1.81 | DI | 150 | 1 | 0 | 3 | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 1,410 |
| P-352 | CUMBERLAND ST | 242.10 | DI | 150 | 1 | 1 | 7 | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 188,841 |
| P-596 | EASTON PLAZA | 1.77 | DI | 150 | 0 | 0 | 0 | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 1,383 |
| P-889 | HODGSON ST | 250.08 | DI | 150 | 2 | 1 | 19 | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 195,066 |
| P-132 | RAVINE DR | 130.36 | DI | 200 | 1 | 1 | 10 | 1989 | 75 | 64% | 2 | 3 | 6 | based on life cycle | 2064 | 105,719 |
| P-138 | RAVINE DR | 259.39 | DI | 200 | 1 | 2 | 15 | 1989 | 75 | 64% | 2 | 3 | 6 | based on life cycle | 2064 | 210,365 |
| P-139 | RAVINE DR | 27.22 | DI | 200 | 0 | 0 | 0 | 1989 | 75 | 64% | 2 | 3 | 6 | based on life cycle | 2064 | 22,075 |
| P-320 | RAVINE DR | 138.50 | DI | 200 | 1 | 1 | 4 | 1989 | 75 | 64% | 2 | 3 | 6 | based on life cycle | 2064 | 112,322 |
| P-609 | CROFT ST | 32.36 | DI | 250 | 1 | 0 | 0 | 1989 | 75 | 64% | 2 | 4 | 8 | based on life cycle | 2064 | 29,448 |
| P-657 | CROFT ST | 26.43 | DI | 250 | 1 | 0 | 0 | 1989 | 75 | 64% | 2 | 4 | 8 | based on life cycle | 2064 | 24,055 |
| P-874 | CROFT ST | 1.51 | DI | 250 | 1 | 0 | 0 | 1989 | 75 | 64% | 2 | 4 | 8 | based on life cycle | 2064 | 1,378 |
| P-1037 | ROSE GLEN RD EXTENSION | 5.33 | DI | 300 | 1 | 0 | 3 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 5,156 |
| P-165 | TELEPHONE RD | 28.15 | DI | 300 | 0 | 2 | 0 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 27,221 |
| P-225 | 401 UNDERCROSSING TO E | 215.02 | DI | 300 | 1 | 0 | 0 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 207,928 |
| P-381 | HAMILTON RD | 154.48 | DI | 300 | 2 | 1 | 1 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 149,380 |
| P-727 | CROFT ST | 141.63 | DI | 300 | 1 | 2 | 0 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 136,956 |
| P-731 | CROFT ST | 155.07 | DI | 300 | 0 | 2 | 1 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 149,956 |
| P-776 | TELEPHONE RD | 7.72 | DI | 300 | 1 | 0 | 0 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 7,462 |
| P-862 | TELEPHONE RD | 3.04 | DI | 300 | 0 | 0 | 0 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 2,937 |
| P-912 | CROFT ST | 240.41 | DI | 300 | 2 | 3 | 2 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 232,480 |
| P-190 | SHORTT ST | 138.46 | DI | 150 | 1 | 2 | 6 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 107,995 |
| P-664 | TORONTO RD | 6.81 | DI | 150 | 0 | 0 | 0 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 5,313 |
| P-742 | SHORTT ST | 27.13 | DI | 150 | 0 | 0 | 0 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 21,160 |
| P-761 | PETER ST | 2.23 | DI | 150 | 1 | 0 | 0 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 1,743 |
| P-878 | TORONTO RD | 208.67 | DI | 150 | 1 | 2 | 5 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 162,763 |
| P-893 | PETER ST | 17.82 | DI | 150 | 0 | 0 | 0 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 13,900 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|-----------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-948 | LAVINIA ST | 241.38 | DI | 150 | 3 | 1 | 17 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 188,276 |
| P-954 | TORONTO RD | 1.98 | DI | 150 | 0 | 0 | 0 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 1,547 |
| P-964 | TORONTO RD | 6.65 | DI | 150 | 0 | 0 | 0 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 5,186 |
| P-777 | TORONTO RD | 9.13 | DI | 300 | 0 | 0 | 1 | 1990 | 75 | 65% | 2 | 5 | 10 | 2020 to 2024 | 2065 | 8,830 |
| P-15 | STRACHAN ST | 156.85 | DI | 150 | 0 | 1 | 2 | 1992 | 75 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 122,343 |
| P-437 | STRACHAN ST | 9.19 | DI | 150 | 0 | 0 | 0 | 1992 | 75 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 7,165 |
| P-1018 | HOWARD ST | 78.63 | PE | 50 | 0 | 0 | 5 | 1993 | 75 | 69% | 2 | 1 | 2 | based on life cycle | 2068 | 33,337 |
| P-316 | HOWARD ST | 11.77 | PE | 50 | 1 | 0 | 0 | 1993 | 75 | 69% | 2 | 1 | 2 | based on life cycle | 2068 | 4,990 |
| P-747 | MITCHELL ST | 139.05 | DI | 200 | 3 | 2 | 4 | 1993 | 75 | 69% | 2 | 3 | 6 | based on life cycle | 2068 | 112,770 |
| P-1091 | THOMAS ST | 74.51 | COP | 25 | 0 | 0 | 4 | 1994 | 75 | 71% | 2 | 1 | 2 | based on life cycle | 2069 | 31,592 |
| P-536 | BRUTON ST | 27.18 | PVC | 150 | 1 | 1 | 0 | 1994 | 75 | 71% | 2 | 2 | 4 | based on life cycle | 2069 | 21,200 |
| P-602A | SHERBOURNE ST | 185.50 | DI | 150 | 2 | 3 | 32 | 1994 | 75 | 71% | 2 | 2 | 4 | based on life cycle | 2069 | 144,689 |
| P-602B | SHERBOURNE ST | 197.27 | DI | 150 | 2 | 3 | 32 | 1994 | 75 | 71% | 2 | 2 | 4 | based on life cycle | 2069 | 153,869 |
| P-1078 | BEDFORD ST | 10.49 | PVC | 200 | 0 | 0 | 0 | 1994 | 75 | 71% | 2 | 3 | 6 | based on life cycle | 2069 | 8,506 |
| P-898 | PINE ST S | 286.24 | PVC | 200 | 2 | 1 | 2 | 1994 | 75 | 71% | 2 | 3 | 6 | based on life cycle | 2069 | 232,142 |
| P-986 | PINE ST S | 90.04 | PVC | 200 | 1 | 0 | 0 | 1994 | 75 | 71% | 2 | 3 | 6 | based on life cycle | 2069 | 73,022 |
| P-1060 | BROWN DR | 46.35 | COP | 25 | 0 | 0 | 6 | 1995 | 75 | 72% | 2 | 1 | 2 | based on life cycle | 2070 | 19,654 |
| P-135 | VICTORIA ST N | 40.21 | COP | 25 | 1 | 0 | 3 | 1995 | 75 | 72% | 2 | 1 | 2 | based on life cycle | 2070 | 17,049 |
| P-278 | TORONTO RD | 2.20 | COP | 25 | 0 | 0 | 0 | 1995 | 75 | 72% | 2 | 1 | 2 | based on life cycle | 2070 | 933 |
| P-332 | BROWN DR | 8.55 | COP | 25 | 1 | 0 | 0 | 1995 | 75 | 72% | 2 | 1 | 2 | based on life cycle | 2070 | 3,623 |
| P-1012 | ROBERTSON ST | 3.01 | DI | 100 | 1 | 0 | 0 | 1995 | 75 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,326 |
| P-1013 | ROBERTSON ST | 0.55 | DI | 150 | 0 | 0 | 0 | 1995 | 75 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 430 |
| P-148 | DURHAM ST | 127.19 | DI | 150 | 1 | 1 | 11 | 1995 | 75 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 99,206 |
| P-344 | PINE ST S | 95.68 | DI | 150 | 2 | 0 | 1 | 1995 | 75 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 74,627 |
| P-1063A | ROBERTSON ST | 176.69 | DI | 200 | 2 | 1 | 2 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 143,298 |
| P-1063B | ROBERTSON ST | 176.69 | DI | 200 | 2 | 1 | 2 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 143,298 |
| P-185 | ROBERTSON ST | 46.86 | DI | 200 | 1 | 1 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 38,004 |
| P-771 | ROSE GLEN RD S | 12.03 | PVC | 200 | 0 | 0 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 9,758 |
| P-829 | ROBERTSON ST | 8.93 | DI | 200 | 0 | 0 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 7,238 |
| P-26 | ROSE GLEN RD S | 12.31 | DI | 300 | 1 | 1 | 0 | 1995 | 75 | 72% | 2 | 5 | 10 | 2020 to 2024 | 2070 | 11,904 |
| P-34 | TORONTO RD | 13.90 | DI | 300 | 1 | 0 | 0 | 1995 | 75 | 72% | 2 | 5 | 10 | 2020 to 2024 | 2070 | 13,443 |
| P-455 | JOHN ST | 21.34 | DI | 300 | 0 | 0 | 0 | 1995 | 75 | 72% | 2 | 5 | 10 | 2020 to 2024 | 2070 | 20,632 |
| P-693 | JOHN ST | 1.38 | DI | 300 | 0 | 0 | 0 | 1995 | 75 | 72% | 2 | 5 | 10 | 2020 to 2024 | 2070 | 1,335 |
| P-855 | ROSE GLEN RD S | 230.78 | DI | 300 | 2 | 2 | 5 | 1995 | 75 | 72% | 2 | 5 | 10 | 2020 to 2024 | 2070 | 223,164 |
| P-870 | JOHN ST | 98.81 | DI | 300 | 2 | 2 | 1 | 1995 | 75 | 72% | 2 | 5 | 10 | 2020 to 2024 | 2070 | 95,550 |
| P-937 | ROSE GLEN RD S | 211.29 | DI | 300 | 1 | 1 | 4 | 1995 | 75 | 72% | 2 | 5 | 10 | 2020 to 2024 | 2070 | 204,320 |
| P-303 | EASEMENT BETWEEN ALEX | 95.08 | CON | 600 | 2 | 0 | 0 | 1995 | 75 | 72% | 2 | 5 | 10 | 2020 to 2024 | 2070 | 122,843 |
| P-1111 | LAKESHORE RD | 96.15 | PVC | 100 | 1 | 1 | 2 | 1996 | 75 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 74,320 |
| P-415 | CROFT ST | 23.68 | PVC | 250 | 1 | 0 | 0 | 1996 | 75 | 73% | 2 | 4 | 8 | based on life cycle | 2071 | 21,546 |
| P-522 | CROFT ST | 131.06 | PVC | 250 | 2 | 2 | 8 | 1996 | 75 | 73% | 2 | 4 | 8 | based on life cycle | 2071 | 119,262 |
| P-993 | CROFT ST | 115.98 | PVC | 250 | 1 | 1 | 8 | 1996 | 75 | 73% | 2 | 4 | 8 | based on life cycle | 2071 | 105,545 |
| P-1100 | MARSH RD | 113.80 | DI | 250 | 1 | 1 | 1 | 1997 | 75 | 75% | 2 | 4 | 8 | based on life cycle | 2072 | 103,558 |
| P-1150 | YEOVIL LN | 18.04 | COP | 25 | 0 | 0 | 0 | 1998 | 75 | 76% | 2 | 1 | 2 | based on life cycle | 2073 | 7,650 |
| P-396 | YEOVIL LN | 21.26 | COP | 25 | 1 | 0 | 6 | 1998 | 75 | 76% | 2 | 1 | 2 | based on life cycle | 2073 | 9,013 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|--------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-100 | VICTORIA ST N PS | 2.49 | 0 | 150 | 0 | 0 | 0 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 1,941 |
| P-101 | VICTORIA ST N PS | 2.50 | 0 | 150 | 0 | 0 | 0 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 1,950 |
| P-108 | AUGUSTA ST | 291.34 | DI | 150 | 2 | 4 | 16 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 227,245 |
| P-179 | CLIFTON RD | 253.74 | DI | 150 | 3 | 3 | 8 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 197,920 |
| P-94 | VICTORIA ST N PS | 2.50 | 0 | 150 | 0 | 0 | 0 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 1,947 |
| P-95 | VICTORIA ST N PS | 2.49 | 0 | 150 | 0 | 0 | 0 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 1,944 |
| P-97 | VICTORIA ST N PS | 2.50 | 0 | 150 | 0 | 0 | 0 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 1,950 |
| P-98 | VICTORIA ST N PS | 2.49 | 0 | 150 | 0 | 0 | 0 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 1,941 |
| ??? | YEOVIL | - | | | | | | 1998 | 75 | 76% | 2 | 1 | 2 | based on life cycle | 2073 | (70,761) |
| P-214 | VICTORIA ST N | 9.77 | DI | 200 | 1 | 0 | 0 | 1998 | 75 | 76% | 2 | 3 | 6 | based on life cycle | 2073 | 7,922 |
| P-321 | VICTORIA ST N | 59.32 | DI | 200 | 1 | 0 | 1 | 1998 | 75 | 76% | 2 | 3 | 6 | based on life cycle | 2073 | 48,106 |
| P-526 | VICTORIA ST N PS | 25.78 | DI | 200 | 1 | 0 | 1 | 1998 | 75 | 76% | 2 | 3 | 6 | based on life cycle | 2073 | 20,907 |
| P-1173 | VICTORIA ST N PS | 3.45 | 0 | 250 | 0 | 0 | 0 | 1998 | 75 | 76% | 2 | 4 | 8 | based on life cycle | 2073 | 3,144 |
| P-1173A | VICTORIA ST N PS | 3.26 | 0 | 250 | 0 | 0 | 0 | 1998 | 75 | 76% | 2 | 4 | 8 | based on life cycle | 2073 | 2,967 |
| P-92 | VICTORIA ST N PS | 1.00 | 0 | 300 | 0 | 0 | 0 | 1998 | 75 | 76% | 2 | 5 | 10 | 2020 to 2024 | 2073 | 969 |
| P-93 | VICTORIA ST N PS | 1.00 | 0 | 300 | 0 | 0 | 0 | 1998 | 75 | 76% | 2 | 5 | 10 | 2020 to 2024 | 2073 | 966 |
| P-96 | VICTORIA ST N PS | 1.00 | 0 | 300 | 0 | 0 | 0 | 1998 | 75 | 76% | 2 | 5 | 10 | 2020 to 2024 | 2073 | 966 |
| P-99 | VICTORIA ST N PS | 1.00 | 0 | 300 | 0 | 0 | 0 | 1998 | 75 | 76% | 2 | 5 | 10 | 2020 to 2024 | 2073 | 969 |
| P-1003 | VICTORIA ST | 1,421.90 | CON | 500 | 2 | 3 | 20 | 1998 | 75 | 76% | 2 | 5 | 10 | 2020 to 2024 | 2073 | 1,837,095 |
| P-478 | HELM ST | 139.75 | DI | 150 | 2 | 2 | 8 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 109,002 |
| P-654 | MILL ST | 44.17 | DI | 150 | 1 | 1 | 0 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 34,449 |
| P-801 | MILL ST | 32.78 | DI | 150 | 0 | 0 | 2 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 25,567 |
| P-903 | CHALMERS CRT | 77.25 | PVC | 150 | 1 | 1 | 8 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 60,257 |
| P-551 | TREFUSIS ST | 38.50 | PVC | 200 | 2 | 1 | 2 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 31,224 |
| P-715 | TREFUSIS ST | 182.00 | PVC | 200 | 0 | 2 | 19 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 147,602 |
| P-774 | TREFUSIS ST | 237.53 | PVC | 200 | 2 | 2 | 40 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 192,640 |
| P-216 | CLIFTON RD | 176.25 | DI | 300 | 1 | 1 | 0 | 1999 | 75 | 77% | 2 | 5 | 10 | 2020 to 2024 | 2074 | 170,435 |
| P-514 | STRACHAN ST | 30.10 | COP | 19 | 1 | 1 | 2 | 2000 | 75 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 12,764 |
| P-249 | THOMAS ST | 3.71 | COP | 25 | 0 | 0 | 7 | 2000 | 75 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 1,573 |
| P-388 | THOMAS ST | 63.53 | COP | 25 | 0 | 0 | 9 | 2000 | 75 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 26,937 |
| P-696 | THOMAS ST | 12.06 | COP | 25 | 1 | 0 | 0 | 2000 | 75 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 5,112 |
| P-200 | CHURCH ST | 80.04 | PVC | 150 | 2 | 0 | 4 | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 62,433 |
| P-428 | HUFFMAN AV | 426.60 | PVC | 150 | 5 | 3 | 50 | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 332,748 |
| P-607 | BALDWIN ST | 83.82 | PVC | 150 | 1 | 1 | 12 | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 65,377 |
| P-1026 | JARVIS DR | 78.94 | PVC | 200 | 2 | 0 | 10 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 64,022 |
| P-1058 | SPICER ST | 236.57 | PVC | 200 | 3 | 1 | 21 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 191,860 |
| P-1121 | HUFFMAN AV | 86.80 | PVC | 200 | 2 | 0 | 6 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 70,395 |
| P-502 | KLEIN ST | 246.70 | PVC | 200 | 2 | 1 | 20 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 200,076 |
| P-899 | SPICER ST | 120.21 | PVC | 200 | 0 | 2 | 17 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 97,487 |
| P-427 | MARSH RD | 131.80 | DI | 300 | 2 | 0 | 4 | 2000 | 75 | 79% | 2 | 5 | 10 | 2020 to 2024 | 2075 | 127,451 |
| P-581 | CLIFTON RD | 148.74 | DI | 300 | 1 | 0 | 0 | 2000 | 75 | 79% | 2 | 5 | 10 | 2020 to 2024 | 2075 | 143,833 |
| P-737 | RAPLEY BLVD | 110.52 | PCLAS | 300 | 3 | 1 | 8 | 2000 | 75 | 79% | 2 | 5 | 10 | 2020 to 2024 | 2075 | 106,872 |
| P-803 | RAPLEY BLVD | 115.61 | PCLAS | 300 | 1 | 1 | 11 | 2000 | 75 | 79% | 2 | 5 | 10 | 2020 to 2024 | 2075 | 111,800 |
| P-787A | JIGGINS CT | 22.09 | PVC | 200 | 1 | 0 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 17,227 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|------------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-146 | MILL ST S | 5.14 | COP | 19 | 1 | 0 | 0 | 2001 | 75 | 80% | 1 | 1 | 1 | based on life cycle | 2076 | 2,181 |
| P-1089 | DEBLAQUIRE ST N | 172.28 | PVC | 150 | 2 | 2 | 2 | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 134,379 |
| P-151A | QUEEN ST | 26.80 | PVC | 150 | 2 | 0 | 0 | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 20,904 |
| P-151B | QUEEN ST | 13.40 | PVC | 150 | 1 | 0 | 0 | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 10,452 |
| P-151C | QUEEN ST | 6.60 | PVC | 150 | 0 | 0 | 0 | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 5,148 |
| P-181 | MCCAUL ST | 327.46 | PVC | 150 | 1 | 4 | 1 | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 255,416 |
| P-254 | CHESTNUT HILL | 36.47 | PVC | 150 | 0 | 0 | 2 | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 28,444 |
| P-325 | MILL ST PS | 59.00 | PVC | 150 | 0 | 1 | 1 | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 46,019 |
| P-622 | CHESTNUT HILL | 14.20 | PVC | 150 | 0 | 0 | 0 | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 11,075 |
| P-676 | CHESTNUT HILL | 56.83 | PVC | 150 | 1 | 0 | 6 | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 44,330 |
| P-914 | CHESTNUT HILL | 82.61 | PVC | 150 | 2 | 1 | 9 | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 64,432 |
| P-996 | CHESTNUT HILL | 31.93 | PVC | 150 | 1 | 0 | 2 | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 24,902 |
| P-11 | BEDFORD ST | 21.85 | COP | 19 | 1 | 1 | 2 | 2002 | 75 | 81% | 1 | 1 | 1 | based on life cycle | 2077 | 9,266 |
| P-149 | WALTON ST | 24.40 | COP | 19 | 1 | 0 | 0 | 2002 | 75 | 81% | 1 | 1 | 1 | based on life cycle | 2077 | 10,346 |
| P-436 | BEDFORD ST | 20.88 | COP | 19 | 1 | 1 | 0 | 2002 | 75 | 81% | 1 | 1 | 1 | based on life cycle | 2077 | 8,854 |
| P-289 | BEDFORD ST | 105.40 | PVC | 150 | 0 | 0 | 6 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 82,214 |
| P-425 | BEDFORD ST | 48.16 | PVC | 150 | 0 | 0 | 3 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 37,562 |
| P-494 | JOCELYN ST | 233.44 | PCLAS | 150 | 1 | 0 | 1 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 182,085 |
| P-540A | JOCELYN ST | 1.57 | PVC | 150 | 0 | 0 | 0 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 1,222 |
| P-695 | BEDFORD ST | 16.89 | PVC | 150 | 2 | 0 | 0 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 13,172 |
| P-87 | BEDFORD ST | 17.35 | PVC | 150 | 2 | 0 | 0 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 13,534 |
| P-998 | BEDFORD ST | 14.10 | PVC | 150 | 0 | 0 | 0 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 10,998 |
| P-172 | LAKESHORE RD | 322.08 | PVC | 200 | 1 | 1 | 11 | 2002 | 75 | 81% | 1 | 3 | 3 | based on life cycle | 2077 | 261,204 |
| P-212 | CHARLES ST | 165.92 | PVC | 200 | 2 | 1 | 12 | 2002 | 75 | 81% | 1 | 3 | 3 | based on life cycle | 2077 | 134,562 |
| P-343 | BRAMLEY ST N | 135.36 | PVC | 200 | 2 | 1 | 16 | 2002 | 75 | 81% | 1 | 3 | 3 | based on life cycle | 2077 | 109,780 |
| P-484 | KING ST | 83.55 | PVC | 200 | 1 | 1 | 4 | 2002 | 75 | 81% | 1 | 3 | 3 | based on life cycle | 2077 | 67,762 |
| P-548 | KING ST | 136.88 | PVC | 200 | 1 | 2 | 7 | 2002 | 75 | 81% | 1 | 3 | 3 | based on life cycle | 2077 | 111,013 |
| P-443 | WLADYKA PARK | 131.35 | PVC | 250 | 0 | 1 | 0 | 2002 | 75 | 81% | 1 | 4 | 4 | based on life cycle | 2077 | 119,525 |
| P-276 | RAPLEY BLVD | 97.67 | PCLAS | 300 | 2 | 1 | 3 | 2002 | 75 | 81% | 1 | 5 | 5 | based on life cycle | 2077 | 94,447 |
| P-379 | RAPLEY BLVD | 74.85 | PCLAS | 300 | 2 | 0 | 7 | 2002 | 75 | 81% | 1 | 5 | 5 | based on life cycle | 2077 | 72,380 |
| P-474 | RAPLEY BLVD | 66.48 | PCLAS | 300 | 1 | 0 | 4 | 2002 | 75 | 81% | 1 | 5 | 5 | based on life cycle | 2077 | 64,286 |
| P-641 | RAPLEY BLVD | 77.50 | PCLAS | 300 | 2 | 0 | 5 | 2002 | 75 | 81% | 1 | 5 | 5 | based on life cycle | 2077 | 74,943 |
| P-778 | RAPLEY BLVD | 100.50 | PCLAS | 300 | 2 | 1 | 8 | 2002 | 75 | 81% | 1 | 5 | 5 | based on life cycle | 2077 | 97,184 |
| P-793 | RAPLEY BLVD | 30.80 | PCLAS | 300 | 1 | 0 | 0 | 2002 | 75 | 81% | 1 | 5 | 5 | based on life cycle | 2077 | 29,784 |
| P-88 | RAPLEY BLVD TO STRACHA | 266.50 | PCLAS | 300 | 1 | 2 | 0 | 2002 | 75 | 81% | 1 | 5 | 5 | based on life cycle | 2077 | 257,706 |
| P-646 | BLOOMSGROVE AV | 351.11 | PVC | 150 | 2 | 4 | 36 | 2003 | 75 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 273,869 |
| P-687 | JARVIS DR | 420.33 | PVC | 150 | 4 | 3 | 56 | 2003 | 75 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 327,858 |
| P-819 | RAMSEY RD | 213.05 | PVC | 150 | 3 | 1 | 23 | 2003 | 75 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 166,175 |
| P-930A | HOPE ST S | 15.04 | PVC | 150 | 1 | 0 | 0 | 2003 | 75 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 11,732 |
| P-155 | JEFFRIES ST | 344.00 | PVC | 200 | 4 | 3 | 35 | 2003 | 75 | 83% | 1 | 3 | 3 | based on life cycle | 2078 | 278,984 |
| P-192 | HOPE ST S | 258.63 | PVC | 200 | 2 | 1 | 29 | 2003 | 75 | 83% | 1 | 3 | 3 | based on life cycle | 2078 | 209,747 |
| P-488 | BENSON CT | 185.09 | PVC | 200 | 1 | 3 | 0 | 2003 | 75 | 83% | 1 | 3 | 3 | based on life cycle | 2078 | 150,112 |
| P-644 | HOPE ST S | 78.91 | PVC | 200 | 1 | 0 | 3 | 2003 | 75 | 83% | 1 | 3 | 3 | based on life cycle | 2078 | 63,997 |
| P-707 | HOPE ST N | 76.54 | PVC | 200 | 1 | 0 | 5 | 2003 | 75 | 83% | 1 | 3 | 3 | based on life cycle | 2078 | 62,071 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|-----------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-726 | HOPE ST N | 11.16 | PVC | 200 | 1 | 0 | 0 | 2003 | 75 | 83% | 1 | 3 | 3 | based on life cycle | 2078 | 9,047 |
| P-816 | HOPE ST N | 105.42 | PVC | 200 | 0 | 1 | 8 | 2003 | 75 | 83% | 1 | 3 | 3 | based on life cycle | 2078 | 85,499 |
| P-824 | HOPE ST S | 264.82 | PVC | 200 | 1 | 2 | 21 | 2003 | 75 | 83% | 1 | 3 | 3 | based on life cycle | 2078 | 214,765 |
| P-861 | HOPE ST S | 7.01 | PVC | 200 | 0 | 0 | 0 | 2003 | 75 | 83% | 1 | 3 | 3 | based on life cycle | 2078 | 5,684 |
| P-916 | HOPE ST N | 112.02 | DI | 200 | 1 | 1 | 5 | 2003 | 75 | 83% | 1 | 3 | 3 | based on life cycle | 2078 | 90,848 |
| P-140 | TORONTO RD | 8.24 | DI | 300 | 0 | 0 | 1 | 2003 | 75 | 83% | 1 | 5 | 5 | based on life cycle | 2078 | 7,968 |
| P-1019 | BAXTER PL | 391.23 | PVC | 150 | 3 | 2 | 42 | 2003 | 75 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 305,156 |
| P-1109 | VICTORIA ST S | 49.81 | PE | 50 | 0 | 0 | 1 | 2004 | 75 | 84% | 1 | 1 | 1 | based on life cycle | 2079 | 21,120 |
| P-16 | MARSH ST | 27.94 | DI | 150 | 1 | 0 | 0 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 21,792 |
| P-182 | MCCAUL ST | 139.10 | PVC | 150 | 3 | 1 | 9 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 108,498 |
| P-31A | HOPE ST S | 7.87 | PVC | 150 | 1 | 0 | 0 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 6,141 |
| P-414 | BRAMLEY ST N | 6.54 | PVC | 150 | 1 | 0 | 0 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 5,101 |
| P-568 | YOUNG ST | 165.90 | PVC | 150 | 2 | 1 | 14 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 129,401 |
| P-720 | TRAFALGAR ST | 203.04 | PVC | 150 | 2 | 1 | 10 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 158,375 |
| P-965 | BRAMLEY ST N | 22.71 | PVC | 150 | 1 | 0 | 0 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 17,715 |
| P-1140 | BRAMLEY ST N | 94.32 | PVC | 200 | 1 | 1 | 4 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 76,497 |
| P-282 | BRAMLEY ST N | 112.26 | PVC | 200 | 2 | 1 | 7 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 91,045 |
| P-475 | BRAMLEY ST N | 139.82 | PVC | 200 | 2 | 1 | 9 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 113,394 |
| P-583 | BRAMLEY ST N | 33.00 | PVC | 200 | 1 | 0 | 1 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 26,764 |
| P-942 | BRAMLEY ST N | 105.74 | PVC | 200 | 2 | 1 | 5 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 85,759 |
| P-18 | MARSH ST | 153.17 | DI | 600 | 1 | 0 | 0 | 2004 | 75 | 84% | 1 | 5 | 5 | based on life cycle | 2079 | 197,892 |
| P-230 | MARSH ST | 136.22 | DI | 600 | 1 | 1 | 0 | 2004 | 75 | 84% | 1 | 5 | 5 | based on life cycle | 2079 | 176,001 |
| P-336 | TALBOT DR | 141.73 | PVC | 200 | 1 | 2 | 19 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 114,942 |
| P-136 | JIGGINS CT | 216.60 | PVC | 150 | 2 | 1 | 22 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 168,948 |
| P-60 | JIGGINS CT | 106.00 | PVC | 150 | 1 | 1 | 11 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 82,680 |
| P-61 | JIGGINS CT | 125.90 | PVC | 150 | 1 | 1 | 12 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 98,202 |
| P-787 | JIGGINS CT | 52.43 | PVC | 150 | 0 | 1 | 3 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 40,895 |
| P-399 | CHARLES ST | 2.31 | COP | 25 | 0 | 0 | 0 | 2005 | 75 | 85% | 1 | 1 | 1 | based on life cycle | 2080 | 980 |
| P-628 | CHARLES ST | 33.72 | COP | 25 | 0 | 0 | 1 | 2005 | 75 | 85% | 1 | 1 | 1 | based on life cycle | 2080 | 14,297 |
| P-848 | CHARLES ST | 34.06 | COP | 25 | 0 | 0 | 3 | 2005 | 75 | 85% | 1 | 1 | 1 | based on life cycle | 2080 | 14,442 |
| P-54 | WEST END PS ACCESS RO | 202.20 | PVC | 150 | 0 | 1 | 0 | 2005 | 75 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 157,716 |
| P-57 | FOX RD | 32.20 | PVC | 150 | 0 | 1 | 2 | 2005 | 75 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 25,116 |
| P-1146 | MOLSON ST | 147.30 | PVC | 200 | 2 | 0 | 6 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 119,457 |
| P-174 | MOLSON ST | 256.42 | PVC | 200 | 2 | 0 | 3 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 207,954 |
| P-33 | FOX RD | 81.38 | PVC | 200 | 0 | 1 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 65,998 |
| P-357 | HOPE ST N | 174.83 | PVC | 200 | 1 | 1 | 13 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 141,785 |
| P-40 | HOPE ST N | 5.50 | PVC | 200 | 1 | 0 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 4,461 |
| P-430 | MOLSON ST | 90.70 | PVC | 200 | 2 | 0 | 5 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 73,558 |
| P-55 | LAKESHORE RD | 11.00 | PVC | 200 | 0 | 1 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 8,921 |
| P-56 | LAKESHORE RD | 215.40 | PVC | 200 | 0 | 2 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 174,689 |
| P-79 | LAKESHORE RD | 319.52 | PVC | 200 | 0 | 3 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 259,127 |
| P-897 | MOLSON ST | 120.18 | PVC | 200 | 1 | 1 | 5 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 97,469 |
| P-901 | HOPE ST N | 252.71 | PVC | 200 | 3 | 2 | 17 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 204,951 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|------------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-58 | MARSH RD | 82.60 | DI | 300 | 3 | 0 | 3 | 2005 | 75 | 85% | 1 | 5 | 5 | based on life cycle | 2080 | 79,874 |
| P-80 | STRACHAN ST EXTENSION | 990.40 | DI | 300 | 0 | 8 | 3 | 2005 | 75 | 85% | 1 | 5 | 5 | based on life cycle | 2080 | 957,717 |
| P-81 | STRACHAN ST EXTENSION | 171.50 | DI | 300 | 0 | 1 | 0 | 2005 | 75 | 85% | 1 | 5 | 5 | based on life cycle | 2080 | 165,841 |
| P-82 | STRACHAN ST EXTENSION | 255.67 | DI | 300 | 0 | 1 | 0 | 2005 | 75 | 85% | 1 | 5 | 5 | based on life cycle | 2080 | 247,237 |
| P-83 | RAPLEY BLVD TO STRACHA | 108.05 | DI | 300 | 0 | 0 | 0 | 2005 | 75 | 85% | 1 | 5 | 5 | based on life cycle | 2080 | 104,480 |
| P-84 | RAPLEY BLVD TO STRACHA | 190.28 | DI | 300 | 0 | 0 | 1 | 2005 | 75 | 85% | 1 | 5 | 5 | based on life cycle | 2080 | 184,003 |
| P-59 | JIGGINS CT | 54.07 | PVC | 200 | 1 | 1 | 3 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 42,178 |
| P-368 | SOUTHBY PL | 39.98 | MUN | 50 | 0 | 0 | 5 | 2006 | 75 | 87% | 1 | 1 | 1 | based on life cycle | 2081 | 16,950 |
| P-595 | KEITH PL | 40.54 | MUN | 50 | 1 | 0 | 5 | 2006 | 75 | 87% | 1 | 1 | 1 | based on life cycle | 2081 | 17,190 |
| P-1011A | DORSET ST E | 9.27 | PVC | 100 | 1 | 0 | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 7,166 |
| P-813A | DORSET ST E | 9.27 | PVC | 100 | 1 | 0 | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 7,166 |
| P-27 | DORSET ST E | 1.81 | PVC | 150 | 0 | 0 | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,411 |
| P-30 | FRANCIS ST | 15.80 | PVC | 150 | 1 | 0 | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 12,324 |
| P-32 | FRANCIS ST | 29.96 | PVC | 150 | 1 | 0 | 1 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 23,371 |
| P-354A | DORSET ST E | 9.29 | PVC | 150 | 1 | 0 | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 7,246 |
| P-1053 | ELGIN ST S | 4.26 | PVC | 200 | 0 | 0 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 3,455 |
| P-1070 | HOPE ST N | 47.67 | PVC | 200 | 1 | 0 | 2 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 38,659 |
| P-279 | ELGIN ST S | 130.00 | PVC | 200 | 2 | 1 | 10 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 105,430 |
| P-28 | DORSET ST E | 4.98 | PVC | 200 | 1 | 0 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,036 |
| P-299A | DORSET ST E | 7.00 | PVC | 200 | 1 | 0 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 5,677 |
| P-35 | HOPE ST N | 17.19 | PVC | 200 | 1 | 0 | 2 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 13,944 |
| P-421 | HOPE ST N | 259.23 | PVC | 200 | 2 | 1 | 21 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 210,233 |
| P-431 | HOPE ST N | 42.62 | PVC | 200 | 0 | 0 | 1 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 34,564 |
| P-543A | DORSET ST E | 32.71 | PVC | 200 | 1 | 1 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 26,528 |
| P-804 | DORSET ST E | 67.13 | PVC | 200 | 1 | 0 | 4 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 54,445 |
| P-804A | DORSET ST E | 2.10 | PVC | 200 | 1 | 0 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 1,703 |
| P-831 | ELGIN ST S | 191.30 | PVC | 200 | 2 | 1 | 18 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 155,144 |
| P-21 | MARSH ST | 13.33 | DI | 300 | 1 | 0 | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 12,889 |
| P-23 | DORSET ST E | 8.63 | PCLAS | 300 | 1 | 0 | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 8,345 |
| P-24 | DORSET ST E | 202.20 | PCLAS | 300 | 1 | 1 | 2 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 195,527 |
| P-327 | DORSET ST E | 12.97 | PCLAS | 300 | 0 | 0 | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 12,542 |
| P-624 | DORSET ST E | 1.90 | PCLAS | 300 | 0 | 0 | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 1,837 |
| P-974 | DORSET ST E | 2.27 | PCLAS | 300 | 0 | 0 | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 2,195 |
| P-37 | BRUNSWICK ST | 32.54 | PE | 38 | 0 | 1 | 0 | 2007 | 75 | 88% | 1 | 1 | 1 | based on life cycle | 2082 | 13,797 |
| P-50 | CUMBERLAND ST | 20.10 | PE | 50 | 2 | 1 | 0 | 2007 | 75 | 88% | 1 | 1 | 1 | based on life cycle | 2082 | 8,522 |
| P-1016A | HIGHLAND DR | 15.81 | PVC | 150 | 1 | 0 | 0 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 12,332 |
| P-1095A | HILLCREST DR | 11.81 | PVC | 150 | 0 | 1 | 0 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 9,212 |
| P-1142A | PERCIVAL ST | 20.23 | PVC | 150 | 1 | 1 | 0 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 15,779 |
| P-302A | RALSTON DR | 6.09 | PVC | 150 | 1 | 0 | 0 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 4,750 |
| P-375A | LAVINIA ST | 12.17 | PVC | 150 | 1 | 1 | 0 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 9,493 |
| P-416A | MARS ST | 10.38 | PVC | 150 | 1 | 0 | 0 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 8,096 |
| P-613A | MCCAUL ST | 9.30 | PVC | 150 | 1 | 0 | 0 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 7,254 |
| P-75 | SNELL CRT | 63.00 | PVC | 150 | 1 | 0 | 6 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 49,140 |
| P-843A | MOORE DR | 19.20 | PVC | 150 | 1 | 0 | 0 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 14,976 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|-------------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-920A | GREGORY ST | 15.72 | PVC | 150 | 1 | 0 | 0 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 12,262 |
| P-963A | FREEMAN DR | 3.56 | PVC | 150 | 1 | 0 | 0 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 2,777 |
| P-1072 | ELGIN ST S | 154.00 | PVC | 200 | 2 | 1 | 4 | 2007 | 75 | 88% | 1 | 3 | 3 | based on life cycle | 2082 | 124,894 |
| P-215 | ELGIN ST S | 75.10 | PVC | 200 | 1 | 0 | 4 | 2007 | 75 | 88% | 1 | 3 | 3 | based on life cycle | 2082 | 60,906 |
| P-279A | ELGIN ST S | 55.74 | PVC | 200 | 0 | 1 | 3 | 2007 | 75 | 88% | 1 | 3 | 3 | based on life cycle | 2082 | 45,205 |
| P-543 | DORSET ST E | 108.10 | PVC | 200 | 2 | 0 | 7 | 2007 | 75 | 88% | 1 | 3 | 3 | based on life cycle | 2082 | 87,669 |
| P-7 | VICTORIA ST N | 6.15 | DI | 250 | 3 | 0 | 0 | 2007 | 75 | | | | | | 2082 | - |
| P-145 | MARSH ST | 3.18 | DI | 300 | 1 | 0 | 0 | 2007 | 75 | 88% | 1 | 5 | 5 | based on life cycle | 2082 | 3,074 |
| P-3 | VICTORIA ST N | 114.50 | DI | 300 | 0 | 0 | 0 | 2007 | 75 | | | | | | 2082 | - |
| P-3A | VICTORIA ST N | 111.14 | DI | 300 | 0 | 0 | 0 | 2007 | 75 | | | | | | 2082 | - |
| P-3B | VICTORIA ST N | 89.93 | DI | 300 | 0 | 0 | 0 | 2007 | 75 | | | | | | 2082 | - |
| P-3C | VICTORIA ST N | 80.47 | DI | 300 | 0 | 2 | 0 | 2007 | 75 | | | | | | 2082 | - |
| P-3D | VICTORIA ST N | 99.00 | DI | 300 | 0 | 2 | 0 | 2007 | 75 | | | | | | 2082 | - |
| P-4 | VICTORIA ST N | 181.30 | DI | 300 | 0 | 0 | 1 | 2007 | 75 | | | | | | 2082 | - |
| P-4A | VICTORIA ST N | 113.37 | DI | 300 | 0 | 1 | 0 | 2007 | 75 | | | | | | 2082 | - |
| P-4B | VICTORIA ST N | 129.02 | DI | 300 | 0 | 0 | 0 | 2007 | 75 | | | | | | 2082 | - |
| P-4C | VICTORIA ST N | 27.34 | DI | 300 | 1 | 0 | 0 | 2007 | 75 | | | | | | 2082 | - |
| P-72 | VICTORIA ST N | 7.75 | DI | 300 | 1 | 0 | 0 | 2007 | 75 | | | | | | 2082 | - |
| P-8 | VICTORIA ST N | 15.65 | DI | 300 | 1 | 0 | 0 | 2007 | 75 | | | | | | 2082 | - |
| P-73 | SNELL CRT TO AUSTIN CRT | 109.70 | PVC | 150 | 2 | 0 | 5 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 85,566 |
| P-74 | SNELL CRT | 51.00 | PVC | 150 | 0 | 1 | 7 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 39,780 |
| P-76 | AUSTIN CRT | 90.50 | PVC | 150 | 2 | 1 | 8 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 70,590 |
| P-294A | ELLEN ST | 11.50 | PVC | 150 | 2 | 0 | 0 | 2008 | 75 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 8,970 |
| P-451 | MARGARET ST | 290.97 | PVC | 150 | 4 | 3 | 29 | 2008 | 75 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 226,956 |
| P-469A | MARTHA ST | 125.00 | PVC | 150 | 3 | 1 | 6 | 2008 | 75 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 97,500 |
| P-547A | MARTHA ST | 13.00 | PVC | 150 | 1 | 0 | 1 | 2008 | 75 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 10,140 |
| P-851B | WARD ST | 38.20 | PVC | 150 | 1 | 0 | 0 | 2008 | 75 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 29,796 |
| P-997 | MARTHA ST | 75.31 | PVC | 150 | 2 | 1 | 3 | 2008 | 75 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 58,745 |
| P-1063A | ROBERTSON ST | 14.50 | DI | 200 | 0 | 0 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 11,760 |
| P-473 | MILL ST | 161.99 | PVC | 200 | 1 | 1 | 7 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 131,374 |
| P-1000 | VICTORIA ST N | 969.47 | DI | 300 | | | | 2008 | 75 | 89% | 1 | 5 | 5 | based on life cycle | 2083 | 937,477 |
| P-1175 | TORONTO RD - FOX RD EAS | 130.00 | DI | 400 | 2 | 0 | 0 | 2008 | 75 | 89% | 1 | 5 | 5 | based on life cycle | 2083 | 167,960 |
| P-1177 | FOX RD | 3.15 | DI | 400 | 1 | 0 | 0 | 2008 | 75 | | | | | | 2083 | - |
| P-1176 | FOX RD | 222.00 | DI | 400 | 1 | 3 | 0 | 2008 | 75 | | | | | | 2083 | - |
| P-1178 | FOX RD | 15.40 | DI | 150 | 2 | 0 | 0 | 2008 | 75 | | | | | | 2083 | - |
| P-201A | QUEEN ST | 118.50 | DI | 300 | 3 | 0 | 12 | 2008 | 75 | 89% | 1 | 5 | 5 | based on life cycle | 2083 | 114,590 |
| P-201B | QUEEN ST | 94.40 | DI | 300 | 1 | 0 | 1 | 2008 | 75 | 89% | 1 | 5 | 5 | based on life cycle | 2083 | 91,285 |
| P-201C | QUEEN ST | 55.36 | DI | 300 | 0 | 0 | 0 | 2008 | 75 | 89% | 1 | 5 | 5 | based on life cycle | 2083 | 53,533 |
| P-201D | QUEEN ST | 103.70 | DI | 300 | 1 | 0 | 0 | 2008 | 75 | 89% | 1 | 5 | 5 | based on life cycle | 2083 | 100,278 |
| P-201E | QUEEN ST | 165.70 | DI | 300 | 2 | 0 | 1 | 2008 | 75 | 89% | 1 | 5 | 5 | based on life cycle | 2083 | 160,232 |
| P-1192 | PETER ST | 10.70 | DI | 200 | 0 | 0 | 0 | 2009 | 75 | 91% | 1 | 3 | 3 | based on life cycle | 2084 | 8,678 |
| P-1182 | PETER ST | 20.80 | DI | 200 | 1 | 1 | 0 | 2009 | 75 | 91% | 1 | 3 | 3 | based on life cycle | 2084 | 16,869 |
| P-1183 | PETER ST | 382.70 | DI | 300 | 3 | 5 | 11 | 2009 | 75 | 91% | 1 | 5 | 5 | based on life cycle | 2084 | 370,071 |
| P-1184 | PETER ST | 21.30 | DI | 300 | 1 | 0 | 0 | 2009 | 75 | 91% | 1 | 5 | 5 | based on life cycle | 2084 | 20,597 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------|---------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| P-1185 | PETER ST | 21.30 | DI | 300 | 1 | 0 | 0 | 2009 | 75 | 91% | 1 | 5 | 5 | based on life cycle | 2084 | 20,597 |
| P-1186 | HOPE ST S | 25.80 | DI | 300 | 0 | 1 | 0 | 2009 | 75 | 91% | 1 | 5 | 5 | based on life cycle | 2084 | 24,949 |
| P-1187 | HOPE ST S | 109.80 | DI | 300 | 1 | 1 | 0 | 2009 | 75 | 91% | 1 | 5 | 5 | based on life cycle | 2084 | 106,177 |
| P-1188 | PETER ST | 166.00 | DI | 300 | 1 | 3 | 0 | 2009 | 75 | 91% | 1 | 5 | 5 | based on life cycle | 2084 | 160,522 |
| P-1191 | PETER ST | 37.10 | DI | 150 | 1 | 0 | 0 | 2009 | 75 | 91% | 1 | 2 | 2 | based on life cycle | 2084 | 28,938 |
| P-1189 | PETER ST | 235.30 | DI | 300 | 3 | 3 | 1 | 2009 | 75 | 91% | 1 | 5 | 5 | based on life cycle | 2084 | 227,535 |
| P-1190 | NELSON ST | 168.60 | DI | 300 | 3 | 2 | 1 | 2009 | 75 | 91% | 1 | 5 | 5 | based on life cycle | 2084 | 163,036 |
| P-1193 | PETER ST | 4.30 | COP | 50 | 0 | 0 | 0 | 2009 | 75 | 91% | 1 | 1 | 1 | based on life cycle | 2084 | 1,823 |
| P-1179 | TORONTO RD | 3.30 | DI | 300 | 0 | 0 | 0 | 2009 | 75 | 91% | 1 | 5 | 5 | based on life cycle | 2084 | 3,191 |
| P-1180 | TORONTO RD | 99.70 | DI | 300 | 1 | 1 | 5 | 2009 | 75 | 91% | 1 | 5 | 5 | based on life cycle | 2084 | 96,410 |
| P-1181 | TORONTO RD | 136.00 | DI | 300 | 0 | 0 | 1 | 2009 | 75 | 91% | 1 | 5 | 5 | based on life cycle | 2084 | 131,512 |
| P-947A | PERCIVAL ST | 177.90 | PVC | 200 | 2 | 3 | 6 | 2009 | 75 | 91% | 1 | 3 | 3 | based on life cycle | 2084 | 144,277 |
| P-134 | DORSET ST W | 140.00 | PVC | 150 | 1 | 0 | 3 | 2010 | 75 | 92% | 1 | 2 | 2 | based on life cycle | 2085 | 109,200 |
| P-261 | DORSET ST W | 142.00 | PVC | 200 | 2 | 2 | 16 | 2010 | 75 | 92% | 1 | 3 | 3 | based on life cycle | 2085 | 115,162 |
| P-858 | DORSET ST W | 575.00 | DI | 300 | 2 | 2 | 17 | 2010 | 75 | 92% | 1 | 5 | 5 | based on life cycle | 2085 | 556,025 |
| P-1108 | CHARLES ST | 570.00 | PVC | 200 | | | | 2011 | 75 | 93% | 1 | 3 | 3 | based on life cycle | 2086 | 462,270 |
| P-288 | YEOVIL ST | 124.00 | PVC | 250 | | | | 2012 | 75 | 95% | 1 | 4 | 4 | based on life cycle | 2087 | 112,840 |
| P-1093 | CATHERINE ST | 38.00 | PVC | 150 | 0 | 0 | 1 | 2014 | 75 | 97% | 1 | 2 | 2 | based on life cycle | 2089 | 29,640 |
| P-237 | CATHERINE ST | 239.00 | PVC | 150 | 1 | 0 | 0 | 2014 | 75 | 97% | 1 | 2 | 2 | based on life cycle | 2089 | 186,420 |
| P-468 | ARMOUR ST | 117.88 | | | 0 | 0 | 9 | 2014 | 75 | 97% | 1 | 1 | 1 | based on life cycle | 2089 | 91,949 |
| P-769 | KING ST | 271.79 | | | 1 | 1 | 15 | 2014 | 75 | 97% | 1 | 1 | 1 | based on life cycle | 2089 | 211,999 |
| P-867 | CATHERINE ST | 53.00 | PVC | 150 | 1 | 0 | 1 | 2014 | 75 | 97% | 1 | 2 | 2 | based on life cycle | 2089 | 41,340 |
| P-453 | KING ST | 30.12 | | | 0 | 0 | 0 | 2014 | 75 | 97% | 1 | 1 | 1 | based on life cycle | 2089 | 23,493 |
| P-459 | KING ST | 3.79 | | | 1 | 0 | 0 | 2014 | 75 | 97% | 1 | 1 | 1 | based on life cycle | 2089 | 2,952 |
| P-797 | KING ST | 131.51 | | | 1 | 1 | 4 | 2014 | 75 | 97% | 1 | 1 | 1 | based on life cycle | 2089 | 102,576 |
| P-820 | KING ST | 228.06 | | | 1 | 0 | 16 | 2014 | 75 | 97% | 1 | 1 | 1 | based on life cycle | 2089 | 177,884 |
| ???? | SHAW | 66.85 | | | | | | 2014 | 75 | 97% | 1 | 1 | 1 | based on life cycle | 2089 | 52,146 |
| P-22 | PETER ST | 271.97 | DI | 300 | 0 | 1 | 3 | 2014 | 75 | 97% | 1 | 5 | 5 | based on life cycle | 2089 | 262,991 |
| P-382 | PETER ST | 1.78 | DI | 300 | 0 | 0 | 0 | 2014 | 75 | 97% | 1 | 5 | 5 | based on life cycle | 2089 | 1,726 |
| P-442 | PETER ST | 1.01 | DI | 300 | 0 | 0 | 0 | 2014 | 75 | 97% | 1 | 5 | 5 | based on life cycle | 2089 | 979 |
| P-675 | PETER ST | 174.80 | DI | 300 | 0 | 1 | 0 | 2014 | 75 | 97% | 1 | 5 | 5 | based on life cycle | 2089 | 169,027 |
| P-886 | PETER ST | 61.10 | DI | 300 | 0 | 0 | 0 | 2014 | 75 | 97% | 1 | 5 | 5 | based on life cycle | 2089 | 59,080 |
| ??? | HAMILTON RD LOOPING | 615.00 | DI | 300 | | | | 2014 | 75 | 97% | 1 | 5 | 5 | based on life cycle | 2089 | 594,705 |
| ???? | HENDERSON ST | 538.40 | DI | 300 | | | | 2014 | 75 | 97% | 1 | 5 | 5 | based on life cycle | 2089 | 520,633 |
| ???? | PEMBERTON ST | 158.00 | DI | 400 | | | | 2014 | 75 | 97% | 1 | 5 | 5 | based on life cycle | 2089 | 152,786 |
| P-1131 | ELIZABETH ST | 109.67 | COP | 25 | 0 | 0 | 2 | 2016 | 75 | 100% | 1 | 1 | 1 | based on life cycle | 2091 | 46,500 |
| P-198 | HARRIS ST | 50.74 | COP | 25 | 1 | 0 | 9 | 2016 | 75 | 100% | 1 | 1 | 1 | based on life cycle | 2091 | 21,515 |
| P-398 | ALEXANDER ST | 153.31 | CI | 25 | 0 | 0 | 6 | 2016 | 75 | 100% | 1 | 1 | 1 | based on life cycle | 2091 | 65,002 |
| P-29 | FRANCIS ST | 114.10 | CI | 100 | 1 | 0 | 5 | 2016 | 75 | 100% | 1 | 2 | 2 | based on life cycle | 2091 | 88,199 |
| P-31 | FRANCIS ST | 105.12 | CI | 100 | 0 | 1 | 5 | 2016 | 75 | 100% | 1 | 2 | 2 | based on life cycle | 2091 | 81,257 |
| P-324 | HARRIS ST | 63.62 | CI | 100 | 0 | 1 | 3 | 2016 | 75 | 100% | 1 | 2 | 2 | based on life cycle | 2091 | 49,180 |
| P-750 | ALEXANDER ST | 188.27 | CI | 100 | 0 | 1 | 7 | 2016 | 75 | 100% | 1 | 2 | 2 | based on life cycle | 2091 | 145,536 |
| P-815 | ALEXANDER ST | 26.62 | CI | 100 | 0 | 0 | 0 | 2016 | 75 | 100% | 1 | 2 | 2 | based on life cycle | 2091 | 20,574 |
| P-629 | ALEXANDER ST | 12.07 | CI | 150 | 1 | 0 | 1 | 2016 | 75 | 100% | 1 | 2 | 2 | based on life cycle | 2091 | 9,411 |

Municipality of Port Hope
2016 Asset Management Plan
Water - Linear Assets

| Watermain ID | Road Name/Location | Watermain Length (m) | Watermain Material | Watermain Diameter (mm) | Valve Quantity | Hydrant Quantity | Service Quantity | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-------------------------|--------------------|----------------------|--------------------|-------------------------|----------------|------------------|------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| P-1002A | VICTORIA ST N | 10.20 | PVC | 150 | 1 | 0 | 0 | 2007 | 75 | | | | | | | - |
| P-51 | VICTORIA ST N | 19.95 | PVC | 150 | 0 | 0 | 0 | 2007 | 75 | | | | | | | - |
| P-167 | DORSET ST W | - | CI | 200 | 1 | 0 | 1 | 2010 | 75 | | | | | | | - |
| P-1 | VICTORIA ST N | 5.40 | DI | 250 | 1 | 0 | 0 | 2007 | 75 | | | | | | | - |
| <u>91,698.55</u> | | | | | | | | | | | | | | | | <u>\$ 76,845,443</u> |

| Asset Class | Inventory | Replacement Value (2015 \$) |
|---------------------|------------------|------------------------------------|
| Wastewater Linear | | |
| Sanitary Forcemain | 3,931 m | \$ 2,476,365 |
| Sanitary Structures | 989 | \$ 5,077,897 |
| Sanitary Conduit | 68,742 m | \$ 60,274,645 |
| Total | | \$ 67,828,907 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Force mains

| ID | Road Name/Location | From Location | To Location | Diameter (mm) | Construction Year | Shape Length | % Useful Life Remaining | Age Based Condition | Consequence of Failure | Useful Life | Risk | Timing of First Replacement-Based on Risk | Timing of First Replacement-Based on life cycle | Replacement Value (2015 \$) |
|----|--------------------|------------------------|-----------------|---------------|-------------------|--------------|-------------------------|---------------------|------------------------|-------------|------|---|---|-----------------------------|
| 1 | SHUTER STREET | MILL STREET PS | LAKE STREET | 350 | 1956 | 9 | 20% | 4 | 5 | 75 | 20 | 2015 to 2019 | 2031 | 6,655 |
| 3 | SHUTER STREET | MILL STREET PS | LAKE STREET | 350 | 1956 | 63 | 20% | 4 | 5 | 75 | 20 | 2015 to 2019 | 2031 | 46,701 |
| 5 | SHUTER STREET | MILL STREET PS | LAKE STREET | 350 | 1956 | 150 | 20% | 4 | 5 | 75 | 20 | 2015 to 2019 | 2031 | 110,522 |
| 6 | WEST END AREA | SS EASEMENT & STRACHAN | PUMPING STN | 300 | 1956 | 1481 | 20% | 4 | 5 | 75 | 20 | 2015 to 2019 | 2031 | 935,538 |
| 7 | SHUTER STREET | MILL STREET PS | LAKE STREET | 350 | 1956 | 381 | 20% | 4 | 5 | 75 | 20 | 2015 to 2019 | 2031 | 280,464 |
| 10 | MOLSON STREET | HOPE STREET NORTH PS | WELLINGTON ST N | 250 | 1987 | 675 | 61% | 2 | 4 | 75 | 8 | based on life cycle | 2062 | 355,511 |
| 9 | CLIFTON ROAD | RAPLEY BOULEVARD PS | TORONTO ROAD | 250 | 1999 | 581 | 77% | 2 | 4 | 75 | 8 | based on life cycle | 2074 | 305,717 |
| 2 | SHUTER STREET | MILL STREET PS | LAKE STREET | 350 | 2000 | 58 | 79% | 2 | 5 | 75 | 10 | 2020 to 2024 | 2075 | 42,708 |
| 4 | SHUTER STREET | MILL STREET PS | LAKE STREET | 350 | 2000 | 148 | 79% | 2 | 5 | 75 | 10 | 2020 to 2024 | 2075 | 108,773 |
| 8 | SHUTER STREET | MILL STREET PS | LAKE STREET | 350 | 2000 | 385 | 79% | 2 | 5 | 75 | 10 | 2020 to 2024 | 2075 | 283,776 |

\$ 2,476,365

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|-----------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 41 | Trefusis Street | 1,200 | 3.21 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2018 | 5,639 |
| 42 | Trefusis Street | 1,200 | 2.60 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2018 | 5,488 |
| 43 | Trefusis Street | 1,200 | 2.57 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2018 | 5,488 |
| 44 | Trefusis Street | 1,200 | 3.31 | 1955 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2018 | 5,639 |
| 45 | Trefusis Street | 1,200 | 4.68 | 1955 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2018 | 4,629 |
| 501 | Trefusis Street | 1,200 | 3.00 | 1965 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2018 | 4,224 |
| 502 | Trefusis Street | 1,200 | 3.00 | 1965 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2018 | 4,224 |
| 503 | Trefusis Street | 1,200 | 3.00 | 1965 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2018 | 4,224 |
| 504 | Trefusis Street | 1,200 | 3.00 | 1965 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2018 | 4,224 |
| 98 | Bruton Street | 1,200 | 2.29 | 1901 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2019 | 5,488 |
| 99 | Julia Street | 1,200 | 1.78 | 1901 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2019 | 5,338 |
| 98A | Bruton Street | 1,200 | 3.00 | 1901 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2019 | 5,488 |
| 122A | Julia Street | 1,200 | 3.00 | 1912 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2019 | 5,488 |
| 122B | Julia Street | 1,200 | 3.00 | 1912 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2019 | 5,488 |
| 97 | Bruton Street | 1,200 | 1.46 | 1920 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2019 | 5,338 |
| 97A | Bruton Street | 1,200 | 3.00 | 1920 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2019 | 5,488 |
| 97B | Bruton Street | 1,200 | 3.00 | 1920 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2019 | 5,488 |
| 25 | Julia Street | 1,200 | 1.89 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2019 | 5,338 |
| 158 | Lakeshore Road | 1,200 | 1.60 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2019 | 5,338 |
| 157A | Lakeshore Road | 1,200 | 3.43 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2019 | 5,639 |
| 140 | Hector Street | 1,200 | 1.00 | 1951 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2020 | 5,338 |
| 20 | Brown Street | 1,200 | 0.70 | 1963 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2020 | 5,338 |
| 532 | Brown Street | 1,200 | 3.00 | 1963 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2020 | 5,488 |
| 15D | Brown Street | 1,200 | 3.00 | 1963 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2020 | 5,488 |
| 15E | Brown Street | 1,200 | 3.00 | 1963 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2020 | 5,488 |
| 20B | Brown Street | 1,200 | 3.00 | 1963 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2020 | 5,488 |
| 20C | Brown Street | 1,200 | 3.00 | 1963 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2020 | 5,488 |
| 531A | Brown Street | 1,200 | 3.00 | 1963 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2020 | 5,488 |
| 100A | Bedford Street | 1,200 | 3.50 | 1980 | 40 | 10% | 4 | 3 | 12 | 2020 to 2024 | 2020 | 5,639 |
| 100B | Bedford Street | 1,200 | 3.00 | 1980 | 40 | 10% | 4 | 3 | 12 | 2020 to 2024 | 2020 | 5,488 |
| 9B | John Steet | 1,200 | 1.80 | 1980 | 40 | 10% | 4 | 3 | 12 | 2020 to 2024 | 2020 | 5,338 |
| 9C | John Street | 1,200 | 1.80 | 1980 | 40 | 10% | 4 | 3 | 12 | 2020 to 2024 | 2020 | 5,338 |
| 231 | Mill Street | 1,200 | 1.73 | 1906 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 5,338 |
| 232 | Mill Street | 1,200 | 2.48 | 1906 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 5,488 |
| 323 | Mill Street | 1,200 | 1.05 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 5,338 |
| 324 | Mill Street | 1,200 | 2.61 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 5,488 |
| 309B | Rose Glen Road | 1,200 | 3.00 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 5,488 |
| 309D | Rose Glen Road | 1,200 | 3.00 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 5,488 |
| 115 | Brogden's Lane | 1,200 | 1.85 | 1964 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 5,338 |
| 116 | Brogden's Lane | 1,200 | 0.90 | 1964 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 5,338 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 117 | Brogden's Lane | 1,200 | 2.35 | 1964 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 5,488 |
| 116A | Brogden's Lane | 1,200 | 3.00 | 1964 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 5,488 |
| 12 | Maitland Street | 1,200 | 2.16 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 5,488 |
| 13 | Maitland Street | 1,200 | 2.24 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 5,488 |
| 195 | Alexander Street | 1,200 | 3.70 | 1981 | 40 | 13% | 4 | 3 | 12 | 2020 to 2024 | 2021 | 5,639 |
| 439 | Alexander Street | 1,200 | 4.48 | 1981 | 40 | 13% | 4 | 3 | 12 | 2020 to 2024 | 2021 | 6,014 |
| 211A | John Street | 1,200 | 3.00 | 1981 | 40 | 13% | 4 | 3 | 12 | 2020 to 2024 | 2021 | 5,488 |
| 211B | John Street | 1,200 | 3.14 | 1981 | 40 | 13% | 4 | 3 | 12 | 2020 to 2024 | 2021 | 5,639 |
| 439C | John Street | 1,200 | 2.07 | 1981 | 40 | 13% | 4 | 3 | 12 | 2020 to 2024 | 2021 | 5,488 |
| 16 | Cavan Street | 1,200 | 1.94 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2022 | 5,338 |
| 17 | Cavan Street | 1,200 | 1.64 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2022 | 5,338 |
| 18 | Cavan Street | 1,200 | 3.00 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2022 | 5,488 |
| 106 | Cavan Street | 1,200 | 1.93 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2022 | 5,338 |
| 107 | Cavan Street | 1,200 | 1.46 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2022 | 5,338 |
| 108 | Cavan Street | 1,200 | 1.31 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2022 | 5,338 |
| 112 | Cavan Street | 1,200 | 2.14 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2022 | 5,488 |
| 113 | Cavan Street | 1,200 | 3.00 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2022 | 5,488 |
| 133 | Cavan Street | 1,200 | 1.04 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2022 | 5,338 |
| 201 | Marsh Street | 1,200 | 2.46 | 1982 | 40 | 15% | 4 | 3 | 12 | 2020 to 2024 | 2022 | 5,488 |
| 202 | Marsh Street | 1,200 | 2.75 | 1982 | 40 | 15% | 4 | 3 | 12 | 2020 to 2024 | 2022 | 5,488 |
| 204 | Eldorado | 1,200 | 2.77 | 1982 | 40 | 15% | 4 | 3 | 12 | 2020 to 2024 | 2022 | 5,488 |
| 203A | Marsh Street | 1,200 | 1.36 | 1982 | 40 | 15% | 4 | 3 | 12 | 2020 to 2024 | 2022 | 5,338 |
| 203 | Marsh Street | 1,200 | 2.56 | 1983 | 40 | 18% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 5,488 |
| 202A | Choate Street | 1,200 | 2.39 | 1983 | 40 | 18% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 5,488 |
| 439A | Alexander Street | 1,200 | 3.00 | 1983 | 40 | 18% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 5,488 |
| 439B | Alexander Street | 1,200 | 3.00 | 1983 | 40 | 18% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 5,488 |
| 439E | Hayward Street | 1,200 | 3.00 | 1983 | 40 | 18% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 5,488 |
| 439F | Hayward Street | 1,200 | 3.00 | 1983 | 40 | 18% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 5,488 |
| S38 | Highway #2 | 1,200 | 2.90 | 1983 | 40 | 18% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 5,488 |
| S39 | Highway #2 | 1,200 | 3.10 | 1983 | 40 | 18% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 5,639 |
| S40 | Highway #2 | 1,200 | 3.77 | 1983 | 40 | 18% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 5,639 |
| S41 | Highway #2 | 1,200 | 2.97 | 1983 | 40 | 18% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 5,488 |
| S42 | Highway #2 | 1,200 | 2.72 | 1983 | 40 | 18% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 5,488 |
| S43 | Highway #2 | 1,200 | 3.42 | 1983 | 40 | 18% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 5,639 |
| S44 | Highway #2 | 1,200 | 3.12 | 1983 | 40 | 18% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 5,639 |
| 114 | Walton Street | 1,200 | 3.00 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,488 |
| 10 | Walton Street | 1,200 | 2.86 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,488 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|--------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 124 | Walton Street | 1,200 | 3.62 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,639 |
| 126 | Walton Street | 1,200 | 1.84 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,338 |
| 127 | Walton Street | 1,200 | 1.32 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,338 |
| 128 | Walton Street | 1,200 | 1.68 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,338 |
| 129 | Walton Street | 1,200 | 1.46 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,338 |
| 130 | Walton Street | 1,200 | 1.23 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,338 |
| 135 | Walton Street | 1,200 | 2.58 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,488 |
| 136 | Walton Street | 1,200 | 3.31 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,639 |
| 137 | Walton Street | 1,200 | 1.97 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,338 |
| 138 | Walton Street | 1,200 | 1.88 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,338 |
| 139 | Walton Street | 1,200 | 1.77 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,338 |
| 134A | Walton Street | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,488 |
| 222A | Walton Street | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2024 | 5,488 |
| 19 | North Street | 1,200 | 2.42 | 1901 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 21 | North Street | 1,200 | 2.70 | 1901 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 22 | North Street | 1,200 | 2.63 | 1901 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 23 | Bruton Lane | 1,200 | 3.00 | 1901 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 23A | Bruton Lane | 1,200 | 3.00 | 1901 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 23B | Bruton Lane | 1,200 | 3.00 | 1901 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 118 | Ridout Street | 1,200 | 3.00 | 1903 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 120 | Ridout Street | 1,200 | 1.27 | 1903 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 121 | Ridout Street | 1,200 | 2.39 | 1903 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 122 | Ridout Street | 1,200 | 3.83 | 1903 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 120A | Ridout Street | 1,200 | 3.00 | 1903 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 125 | Church Street | 1,200 | 3.74 | 1904 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 588 | Baldwin Street | 1,200 | 3.00 | 1904 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 124A | Church Street | 1,200 | 2.11 | 1904 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 233 | Ontario Street | 1,200 | 3.44 | 1906 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 279 | Ontario Street | 1,200 | 2.78 | 1906 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 282 | Ontario Street | 1,200 | 3.25 | 1906 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 287 | Bloomsgrove Avenue | 1,200 | 2.93 | 1906 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 288 | Bloomsgrove Avenue | 1,200 | 2.65 | 1906 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 289 | Bloomsgrove Avenue | 1,200 | 2.17 | 1906 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 279A | Ellen Street | 1,200 | 3.00 | 1906 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 279B | Ellen Street | 1,200 | 3.00 | 1906 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 282A | Ontario Street | 1,200 | 3.00 | 1906 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 109 | Bedford Street | 1,200 | 2.33 | 1910 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 110 | Bedford Street | 1,200 | 2.70 | 1910 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 111 | Bedford Street | 1,200 | 2.90 | 1910 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 106A | Bedford Street | 1,200 | 2.08 | 1910 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 111A | Bedford Street | 1,200 | 2.68 | 1910 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 234 | Martha Street | 1,200 | 3.02 | 1912 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 234A | Ellen Street | 1,200 | 3.00 | 1912 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 234B | Ellen Street | 1,200 | 3.00 | 1912 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 280 | Hope Street | 1,200 | 2.62 | 1913 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 281 | Hope Street | 1,200 | 2.57 | 1913 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 285 | Hope Street | 1,200 | 2.10 | 1913 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 309 | William Street | 1,200 | 2.11 | 1913 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 441 | Smith Street | 1,200 | 3.00 | 1913 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 309A | William Street | 1,200 | 3.00 | 1913 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 141 | Dorset Street W. | 1,200 | 2.37 | 1915 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 142 | Dorset Street W. | 1,200 | 1.68 | 1915 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 143 | Dorset Street W. | 1,200 | 1.57 | 1915 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 144 | Dorset Street W. | 1,200 | 1.54 | 1915 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 145 | Dorset Street W. | 1,200 | 2.28 | 1915 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 310 | Ward Street | 1,200 | 2.25 | 1915 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 311 | Armour Street | 1,200 | 1.69 | 1915 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 312 | Ward Street | 1,200 | 4.55 | 1915 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 360 | King Street | 1,200 | 1.69 | 1915 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 361 | King Street | 1,200 | 3.31 | 1915 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 141A | Dorset Street W. | 1,200 | 3.00 | 1915 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 341 | King Street | 1,200 | 3.09 | 1916 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 342 | King Street | 1,200 | 2.22 | 1916 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 343 | King Street | 1,200 | 2.69 | 1916 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 344 | King Street | 1,200 | 4.02 | 1916 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 345 | King Street | 1,200 | 2.85 | 1916 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 341A | King Street | 1,200 | 2.84 | 1916 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 318 | Princess Street | 1,200 | 1.62 | 1919 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 319 | Princess Street | 1,200 | 1.46 | 1919 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 318A | Princess Street | 1,200 | 3.00 | 1919 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 318B | Princess Street | 1,200 | 3.00 | 1919 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 146 | Robertson Street | 1,200 | 1.50 | 1920 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 147 | John Street | 1,200 | 1.42 | 1920 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 148 | John Street | 1,200 | 2.38 | 1920 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|----------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 149 | Park Street | 1,200 | 3.03 | 1920 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 151 | John Street | 1,200 | 0.97 | 1920 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 276 | Ontario Street | 1,200 | 2.72 | 1922 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 277 | Ontario Street | 1,200 | 2.57 | 1922 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 278 | Ontario Street | 1,200 | 1.84 | 1922 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 286 | Hope Street | 1,200 | 3.00 | 1922 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 293 | Hope Street N. | 1,200 | 1.87 | 1922 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 294 | Harcourt Street | 1,200 | 1.69 | 1922 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 295 | Harcourt Street | 1,200 | 2.32 | 1922 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 336 | Dorset Street E. | 1,200 | 4.29 | 1922 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 340 | Dorset Street E. | 1,200 | 4.69 | 1922 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 523 | Dorset Street E. | 1,200 | 3.00 | 1922 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 294A | Harcourt Street | 1,200 | 2.76 | 1922 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 295A | Harcourt Street | 1,200 | 2.77 | 1922 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 283 | College Street | 1,200 | 1.97 | 1923 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 284 | College Street | 1,200 | 2.93 | 1923 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 27 | Charles Street | 1,200 | 1.30 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 94 | Charles Street | 1,200 | 1.72 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 160 | Sullivan Street | 1,200 | 2.59 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 164 | Sherbourne Street | 1,200 | 1.69 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 168 | Durham Street | 1,200 | 2.38 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 169 | Durham Street | 1,200 | 0.90 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 172 | Sullivan Street | 1,200 | 4.74 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 173 | Little Hope Steet | 1,200 | 2.21 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 331 | DeBlaquire Street S. | 1,200 | 1.66 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 332 | DeBlaquire Street S. | 1,200 | 1.42 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 333 | DeBlaquire Street S. | 1,200 | 1.68 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 334 | Dorset Street E. | 1,200 | 2.58 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 531 | Easment | 1,200 | 3.00 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 590 | Charles Street | 1,200 | 3.00 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 164A | Sherbourne Street | 1,200 | 1.24 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 172A | Sullivan Street | 1,200 | 2.57 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 333A | Dorset Street E. | 1,200 | 3.00 | 1925 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 104 | Seymour Street | 1,200 | 2.20 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 105 | Seymour Street | 1,200 | 2.91 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 296 | Easement | 1,200 | 3.00 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 313 | Ward Street | 1,200 | 6.30 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 7,518 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|-----------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 314 | Ward Street | 1,200 | 6.59 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 7,518 |
| 315 | Ward Street | 1,200 | 2.05 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 317 | Ward Street | 1,200 | 2.39 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 321 | Ward Street | 1,200 | 2.10 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 322 | Ward Street | 1,200 | 1.13 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 442 | Ward Street | 1,200 | 2.18 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 296A | Easement | 1,200 | 3.00 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 296B | Easement | 1,200 | 3.00 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 317A | Ward Street | 1,200 | 3.00 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 322A | Ward Street | 1,200 | 3.00 | 1929 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 26 | | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 103 | Pine Street | 1,200 | 2.70 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 188 | | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 190 | Easement | 1,200 | 1.47 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 214 | Eldorado | 1,200 | 1.70 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 215 | Eldorado | 1,200 | 1.44 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 216 | Eldorado | 1,200 | 0.82 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 217 | Eldorado | 1,200 | 0.80 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 225 | | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 304 | Hope Street | 1,200 | 2.07 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 305 | Hope Street | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 335 | Hope Street | 1,200 | 2.61 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 514 | Chestnut Hill | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 515 | Craig Street | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 107A | Craig Street | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 107B | Craig Street | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 15B | South Street | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 15C | South Street | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 190A | Easement | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 294B | Hope Street | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 304A | Hope Street | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 304B | Hope Street | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 334A | Hope Street | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 334B | Hope Street | 1,200 | 3.00 | 1930 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 327 | Elgin Street | 1,200 | 2.42 | 1935 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 237 | Martha Street | 1,200 | 2.61 | 1940 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 238 | Caroline Street | 1,200 | 3.28 | 1940 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|-------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 239 | Caroline Street | 1,200 | 1.50 | 1940 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 240 | Caroline Street | 1,200 | 2.17 | 1940 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 316 | Elgin Street | 1,200 | 1.23 | 1940 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 320 | Princess Street | 1,200 | 3.00 | 1940 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 316A | Elgin Street | 1,200 | 3.00 | 1940 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 316B | Elgin Street | 1,200 | 3.00 | 1940 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 93 | Charles Street | 1,200 | 2.43 | 1944 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 193 | Harris Street | 1,200 | 3.28 | 1944 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 194 | Harris Street | 1,200 | 2.32 | 1944 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 356 | Shuter Street | 1,200 | 3.22 | 1944 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 357 | Shuter Street | 1,200 | 2.38 | 1944 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 358 | Shuter Street | 1,200 | 2.36 | 1944 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 359 | Shuter Street | 1,200 | 2.04 | 1944 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 362 | Caldwell Street | 1,200 | 2.68 | 1944 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 363 | Caldwell Street | 1,200 | 2.78 | 1944 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 440 | Harris Street | 1,200 | 1.94 | 1944 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 356A | Shuter Street | 1,200 | 3.00 | 1944 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 100 | Hill Street | 1,200 | 1.96 | 1945 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 101 | Hill Street | 1,200 | 1.63 | 1945 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 72 | Percival Street | 1,200 | 2.52 | 1947 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 75 | Percival Street | 1,200 | 2.50 | 1947 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 155 | Victoria Street | 1,200 | 2.53 | 1947 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 156 | Victoria Street | 1,200 | 2.33 | 1947 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 426 | Peter Street | 1,200 | 2.53 | 1947 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 349B | Peter Street | 1,200 | 3.00 | 1947 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 24 | Bruton Lane | 1,200 | 1.67 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 39 | Fraser Street | 1,200 | 2.33 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 40 | Fraser Street | 1,200 | 2.34 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 73 | Percival Court N. | 1,200 | 2.44 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 74 | Percival Court S. | 1,200 | 2.28 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 76 | Victoria Street | 1,200 | 2.11 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 77 | Victoria Street | 1,200 | 2.94 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 78 | Victoria Street | 1,200 | 2.15 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 82 | Lavinia Street | 1,200 | 2.75 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 83 | Lavinia Court | 1,200 | 2.34 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 84 | Fraser Street | 1,200 | 2.21 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 90 | Arthur Street | 1,200 | 1.72 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|-------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 91 | Arthur Street | 1,200 | 2.10 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 92 | Arthur Street | 1,200 | 2.30 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 95 | Bruton Lane | 1,200 | 1.74 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 96 | Bruton Lane | 1,200 | 1.41 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 131 | Hagerman Street | 1,200 | 3.66 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 132 | Hagerman Street | 1,200 | 1.56 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 241 | Caroline Street | 1,200 | 2.65 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 242 | Ontario Street | 1,200 | 4.17 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 247 | Alfred Street | 1,200 | 3.11 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 250 | Ontario Street | 1,200 | 3.83 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 251 | Ontario Street | 1,200 | 4.65 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 256 | Ontario Street | 1,200 | 3.00 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 307 | King Street | 1,200 | 2.39 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 308 | King Street | 1,200 | 2.20 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 423 | Lavinia Street | 1,200 | 2.66 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 425 | Easement | 1,200 | 2.85 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 436 | Bruton Lane | 1,200 | 1.72 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 131A | Hagerman Street | 1,200 | 3.00 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 24A | Bruton Lane | 1,200 | 3.00 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 24B | Bruton Lane | 1,200 | 3.00 | 1949 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 102 | Laneway | 1,200 | 1.90 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 248 | Oxford Street | 1,200 | 2.44 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 249 | Oxford Street | 1,200 | 5.29 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 7,518 |
| 257 | Brunswick Avenue | 1,200 | 1.88 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 258 | Alfred Street | 1,200 | 3.40 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 259 | Orchard Street | 1,200 | 1.92 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 260 | Alfred Street | 1,200 | 3.40 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 262 | Clovelly Street | 1,200 | 1.75 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 269 | DeBlaquire Street | 1,200 | 5.75 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 7,518 |
| 291 | Young Street | 1,200 | 2.31 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 292 | Young Street | 1,200 | 2.11 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 299 | Easement | 1,200 | 1.62 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 328 | Francis Street | 1,200 | 1.52 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 421 | Easement | 1,200 | 1.58 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 247A | Alfred Street | 1,200 | 2.84 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 248A | Oxford Street | 1,200 | 3.87 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 310A | Ward Street | 1,200 | 2.61 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 335A | Francis Street | 1,200 | 3.00 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 342A | King Street | 1,200 | 3.00 | 1950 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 592 | Trafalgar Street | 1,200 | 3.00 | 1951 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 593 | Trafalgar Street | 1,200 | 3.00 | 1951 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 290 | Young Street | 1,200 | 1.61 | 1952 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 353 | Hope Street | 1,200 | 2.60 | 1952 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 354 | Hope Street | 1,200 | 4.40 | 1952 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 355 | Shuter Street | 1,200 | 5.95 | 1952 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 7,518 |
| 245A | Helm Street | 1,200 | 3.00 | 1952 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 254 | Oxford Street | 1,200 | 4.95 | 1953 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 271 | Croft Street | 1,200 | 2.06 | 1953 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 428 | Croft Street | 1,200 | 3.00 | 1953 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 29 | Charles Street | 1,200 | 2.08 | 1954 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 79 | Highland Drive | 1,200 | 3.39 | 1954 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 80 | Highland Drive | 1,200 | 1.87 | 1954 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 273 | Elgin Street | 1,200 | 3.11 | 1954 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 274 | Elgin Street | 1,200 | 3.73 | 1954 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 275 | Hope Street N. | 1,200 | 3.00 | 1954 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 437 | Hope Street | 1,200 | 2.24 | 1954 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 438 | Hope Street | 1,200 | 1.78 | 1954 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 273A | Elgin Street | 1,200 | 3.55 | 1954 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 284A | Elgin Street | 1,200 | 3.00 | 1954 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| S30 | Charles Street | 1,200 | 2.82 | 1954 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 46 | Ralston Drive | 1,200 | 3.70 | 1955 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,340 |
| 60 | Ralston Drive | 1,200 | 3.29 | 1955 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,340 |
| 61 | Ralston Drive | 1,200 | 1.54 | 1955 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,108 |
| 337 | Princess Street | 1,200 | 3.00 | 1955 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 338 | Princess Street | 1,200 | 3.33 | 1955 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 339 | Princess Street | 1,200 | 2.98 | 1955 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 45A | Ralston Drive | 1,200 | 3.90 | 1955 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,340 |
| S19 | Charles Street | 1,200 | 1.48 | 1955 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 67 | Freeman Drive | 1,200 | 4.64 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,629 |
| 88 | Hillcrest Drive | 1,200 | 3.13 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 89 | Hillcrest Drive | 1,200 | 2.07 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 263 | Easement | 1,200 | 2.94 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 264 | Easement | 1,200 | 2.58 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 265 | Easement | 1,200 | 2.46 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|-----------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 266 | Easement | 1,200 | 3.00 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 300 | McCaul Street | 1,200 | 2.14 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 352 | Shuter Street | 1,200 | 4.74 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 364 | Highway #2 | 1,200 | 2.06 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 365 | Highway #2 | 1,200 | 1.72 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 366 | Highway #2 | 1,200 | 2.26 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 367 | Highway #2 | 1,200 | 2.79 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 368 | Highway #2 | 1,200 | 3.37 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 369 | Highway #2 | 1,200 | 3.45 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 371 | Highway #2 | 1,200 | 3.46 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 372 | Highway #2 | 1,200 | 3.12 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 378 | Hope Street | 1,200 | 2.70 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 379 | Lake Street | 1,200 | 2.01 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 380 | Lake Street | 1,200 | 4.66 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 381 | Lake Street | 1,200 | 5.80 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 7,518 |
| 382 | Lake Street | 1,200 | 5.32 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 7,518 |
| 383 | Lake Street | 1,200 | 4.35 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 384 | Lake Street | 1,200 | 3.33 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 385 | Lake Street | 1,200 | 2.47 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 386 | Lake Street | 1,200 | 1.86 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 387 | Lake Street | 1,200 | 0.95 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 388 | Lake Street | 1,200 | 2.78 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 389 | Lake Street | 1,200 | 4.07 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 390 | Lake Street | 1,200 | 1.12 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 391 | Lake Street | 1,200 | 3.00 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 392 | Lake Street | 1,200 | 3.00 | 1956 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 47 | Victoria Street | 1,200 | 3.26 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,340 |
| 48 | Victoria Street | 1,200 | 4.77 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,629 |
| 49 | Moore Drive | 1,200 | 3.84 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,340 |
| 50 | Moore Drive | 1,200 | 3.37 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,340 |
| 51 | Moore Drive | 1,200 | 2.78 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 52 | Moore Drive | 1,200 | 2.38 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 53 | Moore Drive | 1,200 | 2.39 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 54 | Moore Drive | 1,200 | 2.17 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 55 | Jocelyn Street | 1,200 | 3.11 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 56 | Jocelyn Street | 1,200 | 2.91 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 57 | Gregory Street | 1,200 | 2.50 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|--------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 58 | Gregory Street | 1,200 | 3.03 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,340 |
| 59 | Gregory Street | 1,200 | 2.27 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 68 | Freeman Drive | 1,200 | 2.24 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 69 | Freeman Drive | 1,200 | 3.70 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,340 |
| 70 | Freeman Drive | 1,200 | 3.00 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 253 | Ontario Street | 1,200 | 1.25 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 370 | Easement | 1,200 | 4.32 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 373 | Easement | 1,200 | 4.29 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 374 | Easement | 1,200 | 3.22 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 375 | Easement | 1,200 | 3.00 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 251A | Ontario Street | 1,200 | 3.00 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 376 | Lake Street | 1,200 | 3.00 | 1957 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 14 | Easment | 1,200 | 1.89 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 15 | Easment | 1,200 | 2.11 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 62 | Heneage Street | 1,200 | 4.18 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,629 |
| 63 | Heneage Street | 1,200 | 3.40 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,340 |
| 64 | Heneage Street | 1,200 | 3.39 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,340 |
| 65 | Heneage Street | 1,200 | 2.65 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 71 | Freeman Drive | 1,200 | 2.04 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 153 | Freeman Drive | 1,200 | 2.06 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 297 | Easement | 1,200 | 2.27 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 298 | Easement | 1,200 | 1.75 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 422 | Heneage Street | 1,200 | 2.41 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 66 | Keith Place | 1,200 | 2.49 | 1958 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 252 | Ontario Street | 1,200 | 3.17 | 1959 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 268 | DeBlaquire Street | 1,200 | 2.79 | 1959 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 430 | Percival Street | 1,200 | 2.35 | 1960 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 431 | Percival Street | 1,200 | 2.64 | 1960 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 432 | Percival Street | 1,200 | 2.64 | 1960 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 433 | Percival Street | 1,200 | 2.72 | 1960 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 554 | Victoria Street S. | 1,200 | 3.00 | 1962 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 600 | Philips Road | 1,200 | 3.00 | 1963 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 15A | South Street | 1,200 | 3.00 | 1963 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 253A | Ontario Street | 1,200 | 3.00 | 1963 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 9 | Queen Street | 1,200 | 3.00 | 1964 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 181 | Pine Street | 1,200 | 3.28 | 1964 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 251B | Rosevear Boulevard | 1,200 | 6.16 | 1964 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 7,518 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|-------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 505 | Southby Place | 1,200 | 3.00 | 1965 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 555 | Victoria Street | 1,200 | 3.00 | 1965 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 500 | Silver Crescent | 1,200 | 3.00 | 1966 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 506 | Freeman Drive | 1,200 | 3.00 | 1966 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 507 | Freeman Drive | 1,200 | 3.00 | 1966 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 508 | Freeman Drive | 1,200 | 3.00 | 1966 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 509 | Freeman Drive | 1,200 | 3.00 | 1966 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 510 | Scriven Boulevard | 1,200 | 3.00 | 1966 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 511 | Scriven Boulevard | 1,200 | 3.00 | 1966 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 512 | Scriven Boulevard | 1,200 | 3.00 | 1966 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 533 | Cavan Street | 1,200 | 3.00 | 1966 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 226 | Mill Street | 1,200 | 1.84 | 1967 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 722 | Pidgeon Hill Road | 1,200 | 3.00 | 1967 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 723 | Pidgeon Hill Road | 1,200 | 3.00 | 1967 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 724 | Pidgeon Hill Road | 1,200 | 3.00 | 1967 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 725 | Pidgeon Hill Road | 1,200 | 3.00 | 1967 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 261A | Alfred Street | 1,200 | 3.00 | 1967 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 261B | Alfred Street | 1,200 | 3.00 | 1967 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 255 | Wellington Street | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 516 | Pine Street | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 518 | Wellington Street | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 519 | Wellington Street | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 520 | Wellington Street | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 524 | Peter Street | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 525 | Peter Street | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 526 | Peter Street | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 527 | Peter Street | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 559 | Wellington Street | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 255A | Easement | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 524A | Peter Street | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 525A | Nelson Street | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 550A | Easement | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 559A | Wellington Street | 1,200 | 3.00 | 1968 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 11 | Ontario Street | 1,200 | 2.28 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 513 | Scriven Boulevard | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 535 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 536 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 537 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 538 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 539 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 540 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 541 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 542 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 543 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 544 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 545 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 546 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 547 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 548 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 549 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 550 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 551 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 552 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 553 | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 180A | Ross Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 245B | Helm Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 35B | Cavan Street | 1,200 | 3.00 | 1969 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 220 | Mill Street | 1,200 | 1.57 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 221 | Mill Street | 1,200 | 1.84 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 222 | Mill Street | 1,200 | 1.78 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 223 | Mill Street | 1,200 | 2.59 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 224 | Mill Street | 1,200 | 2.77 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 227 | Mill Street | 1,200 | 4.55 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,014 |
| 228 | Mill Street | 1,200 | 2.61 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 229 | Mill Street | 1,200 | 2.06 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 230 | Mill Street | 1,200 | 1.89 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 221A | Mill Street | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 276A | Ontario Street | 1,200 | 3.82 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 25B | Centennial Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 26B | Centennial Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 27B | Centennial Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 28B | Centennial Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 29B | Centennial Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 30B | Centennial Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|---------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 31B | Centennial Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 32B | Centennial Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 33B | Centennial Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 34B | Centennial Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 37B | Crossley Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 38B | Crossley Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 39B | Crossley Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 40B | Crossley Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 41B | Crossley Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 42B | Crossley Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 43B | Crossley Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 44B | Crossley Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 45B | Crossley Drive | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 46B | Calgary Street | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 47B | Campbell Street | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 48B | Street Andrews Road | 1,200 | 3.00 | 1970 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 118A | Ontario Street | 1,200 | 2.58 | 1972 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 14A | Spicer Street | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 29D | Victoria Street N. | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 29E | Victoria Street N. | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 29F | Victoria Street N. | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 29G | Easement | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 101C | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 10A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 110C | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 11A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 12A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 13A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 16A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 16B | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 17A | Payne Crescent | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 18A | Payne Crescent | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 19A | Diane Place | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 20A | Payne Crescent | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 21A | Payne Crescent | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 22A | Payne Crescent | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 22B | Vaughan Avenue | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 24C | Payne Crescent | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 25A | Payne Crescent | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 26A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 27A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 28C | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 29A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 29C | Vaughan Avenue | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 2D | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 30A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 31A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 32A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 33A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 3D | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 4D | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 5A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 6A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 7B | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 8A | Centennial Drive | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 9A | Carol Place | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 676 | Kelly Crescenet | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 677 | Kelly Crescenet | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 678 | Kelly Crescenet | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 679 | Kelly Crescenet | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 680 | Kelly Crescenet | 1,200 | 3.00 | 1973 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 212 | Hayward Street | 1,200 | 2.38 | 1974 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 213 | Hayward Street | 1,200 | 2.73 | 1974 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 211C | Hayward Street | 1,200 | 3.00 | 1974 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 211D | Hayward Street | 1,200 | 2.48 | 1974 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 123 | Ridout Street | 1,200 | 3.81 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,639 |
| 134 | Pine Street | 1,200 | 1.43 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,338 |
| 681 | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 682 | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 683 | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 684 | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 688 | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 689 | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 690 | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|-------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 691 | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 692 | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 693 | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 694 | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 695 | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 696 | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 697 | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 680A | Easement | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 685B | Ward Street | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 651 | Stanley Drive | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 652 | Stanley Drive | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 653 | Stanley Drive | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 654 | Stanley Drive | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 655 | Stanley Drive | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 656 | Stanley Drive | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 657 | Peacock Boulevard | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 658 | Peacock Boulevard | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 659 | Peacock Boulevard | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 660 | Peacock Boulevard | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 661 | Pochon Avenue | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 662 | Pochon Avenue | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 663 | Pochon Avenue | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 664 | Pochon Avenue | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 665 | Pochon Avenue | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 666 | Pochon Avenue | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 667 | Arthur Mark Drive | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 668 | Arthur Mark Drive | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 669 | Arthur Mark Drive | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 670 | Arthur Mark Drive | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 671 | Arthur Mark Drive | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 672 | Peacock Boulevard | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 673 | Peacock Boulevard | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 674 | Peacock Boulevard | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 675 | Peacock Boulevard | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 4,224 |
| 685A | Kelly Crescenet | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 686A | Kelly Crescenet | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |
| 687A | Kelly Crescenet | 1,200 | 3.00 | 1975 | 40 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 5,488 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|----------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 102C | Hewson Drive | 1,200 | 3.00 | 1985 | 40 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 4,224 |
| 103C | Hewson Drive | 1,200 | 3.00 | 1985 | 40 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 4,224 |
| 104C | Hewson Drive | 1,200 | 3.00 | 1985 | 40 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 4,224 |
| 105C | Hewson Drive | 1,200 | 3.00 | 1985 | 40 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 4,224 |
| 106C | Hewson Drive | 1,200 | 3.00 | 1985 | 40 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 4,224 |
| 107C | Hewson Drive | 1,200 | 3.00 | 1985 | 40 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 4,224 |
| 108C | Hewson Drive | 1,200 | 3.00 | 1985 | 40 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 4,224 |
| 109C | Hewson Drive | 1,200 | 3.00 | 1985 | 40 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 4,224 |
| 329 | DeBlaquire Street S. | 1,200 | 2.74 | 1987 | 40 | 28% | 4 | 3 | 12 | 2020 to 2024 | 2027 | 5,488 |
| 330 | DeBlaquire Street S. | 1,200 | 2.33 | 1987 | 40 | 28% | 4 | 3 | 12 | 2020 to 2024 | 2027 | 5,488 |
| 329A | DeBlaquire Street S. | 1,200 | 3.00 | 1987 | 40 | 28% | 4 | 3 | 12 | 2020 to 2024 | 2027 | 5,488 |
| 329B | DeBlaquire Street S. | 1,200 | 0.91 | 1987 | 40 | 28% | 4 | 3 | 12 | 2020 to 2024 | 2027 | 5,338 |
| 329C | DeBlaquire Street S. | 1,200 | 3.00 | 1987 | 40 | 28% | 4 | 3 | 12 | 2020 to 2024 | 2027 | 5,488 |
| 329D | DeBlaquire Street S. | 1,200 | 3.00 | 1987 | 40 | 28% | 4 | 3 | 12 | 2020 to 2024 | 2027 | 5,488 |
| 329E | DeBlaquire Street S. | 1,200 | 3.00 | 1987 | 40 | 28% | 4 | 3 | 12 | 2020 to 2024 | 2027 | 5,488 |
| 243 | Hope Street N. | 1,200 | 3.78 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 244 | Hope Street N. | 1,200 | 3.70 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 245 | Hope Street N. | 1,200 | 4.40 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 6,014 |
| 246 | Hope Street N. | 1,200 | 2.75 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,488 |
| 261 | Alfred Street | 1,200 | 2.24 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,488 |
| 576 | Hodgson Street | 1,200 | 4.60 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,629 |
| 579 | Hodgson Street | 1,200 | 5.56 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,787 |
| 580 | Hodgson Street | 1,200 | 5.28 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,787 |
| 581 | Hogston Street | 1,200 | 3.41 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,340 |
| 601 | Phillips Road | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,488 |
| 602 | Phillips Road | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,488 |
| 603 | Phillips Road | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,488 |
| 604 | Phillips Road | 1,200 | 3.65 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 605 | Phillips Road | 1,200 | 4.28 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 6,014 |
| 606 | Rose Glen Road | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,488 |
| 607 | Rose Glen Road | 1,200 | 2.90 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,488 |
| 608 | Rose Glen Road | 1,200 | 3.20 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 609 | Rose Glen Road | 1,200 | 3.53 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 610 | Rose Glen Road | 1,200 | 3.42 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 620 | Easement | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 626 | Easement | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 627 | Easement | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|-------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 700 | Beamish Street | 1,200 | 1.10 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,338 |
| 701 | Hope Street N. | 1,200 | 5.88 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 7,518 |
| 702 | Bennett Court | 1,200 | 3.39 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 703 | Bennett Court | 1,200 | 3.85 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 704 | Hope Street N. | 1,200 | 5.23 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 7,518 |
| 705 | Hope Street N. | 1,200 | 6.01 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 7,518 |
| 706 | Hope Street N. | 1,200 | 4.73 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 6,014 |
| 707 | Hope Street N. | 1,200 | 4.82 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 6,014 |
| 708 | Hope Street N. | 1,200 | 3.72 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 709 | Walnut Street | 1,200 | 4.60 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 6,014 |
| 710 | Walnut Street | 1,200 | 3.52 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 711 | Molson Street | 1,200 | 3.09 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 712 | Molson Street | 1,200 | 4.20 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 6,014 |
| 713 | Alfred Street | 1,200 | 1.93 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,338 |
| 714 | Molson Street | 1,200 | 5.30 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 7,518 |
| 715 | Mitchell Street | 1,200 | 3.10 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 716 | Mitchell Street | 1,200 | 3.50 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 717 | Philips Road | 1,200 | 1.82 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,338 |
| 718 | Wellington Street | 1,200 | 6.27 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 7,518 |
| 719 | Philips Road | 1,200 | 4.32 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 6,014 |
| 720 | Philips Road | 1,200 | 4.40 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 6,014 |
| 721 | Wladyka Park | 1,200 | 3.08 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 246A | Hope Street N. | 1,200 | 5.83 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 7,518 |
| 708A | Hope Street N. | 1,200 | 1.43 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,338 |
| 711A | Molson Street | 1,200 | 5.10 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 7,518 |
| 713A | Alfred Street | 1,200 | 2.42 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,488 |
| 721A | Wladyka Park | 1,200 | 3.38 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 5,639 |
| 611 | Peacock Boulevard | 1,200 | 3.37 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,340 |
| 612 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 613 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 614 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 615 | Scott Crescent | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 616 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 617 | Sanders Drive | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 618 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 619 | Sanders Drive | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 621 | Sanders Drive | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|-------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 622 | Sanders Drive | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 623 | Sanders Drive | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 624 | Sanders Drive | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 625 | Sanders Drive | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 628 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 629 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 630 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 631 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 632 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 633 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 634 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 635 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 636 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 637 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 638 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 639 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 640 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 641 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 642 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 643 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 644 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 645 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 646 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 647 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 648 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 649 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 650 | Peacock Boulevard | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 561 | Ravine Drive | 1,200 | 2.77 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 562 | Ravine Drive | 1,200 | 4.59 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,629 |
| 563 | Ravine Drive | 1,200 | 3.85 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,340 |
| 564 | Ravine Drive | 1,200 | 2.58 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 565 | Ravine Drive | 1,200 | 3.06 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,340 |
| 566 | Ravine Drive | 1,200 | 3.65 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,340 |
| 567 | Ravine Drive | 1,200 | 3.33 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,340 |
| 568 | Ravine Drive | 1,200 | 4.99 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,629 |
| 569 | Ravine Drive | 1,200 | 4.59 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,629 |
| 570 | Ravine Drive | 1,200 | 4.27 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,629 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|---------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 571 | Ravine Drive | 1,200 | 4.26 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,629 |
| 572 | Ravine Drive | 1,200 | 4.10 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,629 |
| 573 | Ravine Drive | 1,200 | 4.89 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,629 |
| 574 | Ravine Drive | 1,200 | 2.82 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 575 | Ravine Drive | 1,200 | 3.77 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,340 |
| 577 | Ravine Drive | 1,200 | 2.93 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 578 | Herbert Place | 1,200 | 3.00 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 582 | Gibson Place | 1,200 | 2.16 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 583 | Lyll Place | 1,200 | 4.74 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,629 |
| 560A | Ravine Drive | 1,200 | 2.71 | 1988 | 40 | 30% | 3 | 3 | 9 | based on life cycle | 2028 | 4,224 |
| 36 | Arthur Street | 1,200 | 3.34 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,639 |
| 37 | Hillcrest Drive | 1,200 | 2.65 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| 38 | Fraser Street | 1,200 | 2.22 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| 87 | Lavinia Street | 1,200 | 2.36 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| S1 | Toronto Road | 1,200 | 3.47 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,639 |
| S10 | Toronto Road | 1,200 | 4.42 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 6,014 |
| S11 | Toronto Road | 1,200 | 4.37 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 6,014 |
| S12 | Toronto Road | 1,200 | 3.00 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| S13 | Toronto Road | 1,200 | 3.00 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| S14 | Toronto Road | 1,200 | 3.00 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| S15 | Toronto Road | 1,200 | 3.90 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,639 |
| S16 | Toronto Road | 1,200 | 7.13 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 7,518 |
| S17 | Toronto Road | 1,200 | 3.00 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| S18 | Toronto Road | 1,200 | 3.00 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| S19A | Charles Street | 1,200 | 1.70 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,338 |
| S1A | Toronto Road | 1,200 | 3.36 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,639 |
| S2 | Toronto Road | 1,200 | 3.00 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| S20 | Charles Street | 1,200 | 2.90 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| S21 | Charles Street | 1,200 | 5.40 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 7,518 |
| S22 | Victoria Street. S. | 1,200 | 5.97 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 7,518 |
| S23 | Victoria Street. S. | 1,200 | 4.38 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 6,014 |
| S24 | Victoria Street. S. | 1,200 | 3.30 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,639 |
| S25 | Victoria Street. S. | 1,200 | 2.64 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| S3 | Toronto Road | 1,200 | 3.00 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| S4 | Toronto Road | 1,200 | 3.72 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,639 |
| S5 | Toronto Road | 1,200 | 3.00 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| S6 | Toronto Road | 1,200 | 3.00 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| S7 | Toronto Road | 1,200 | 3.89 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,639 |
| S7A | Percival Street | 1,200 | 2.46 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| S8 | Toronto Road | 1,200 | 3.00 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 5,488 |
| S9 | Toronto Road | 1,200 | 4.12 | 1989 | 40 | 33% | 3 | 3 | 9 | based on life cycle | 2029 | 6,014 |
| 189B | Augusta Street | 1,200 | 3.07 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 5,639 |
| 87A | Lavinia Street | 1,200 | 3.33 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 5,639 |
| 87B | Lavinia Street | 1,200 | 3.38 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 5,639 |
| 87C | Lavinia Street | 1,200 | 2.79 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 5,488 |
| S45 | Croft Street | 1,200 | 2.82 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 4,224 |
| S46 | Croft Street | 1,200 | 3.20 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 4,340 |
| S47 | Croft Street | 1,200 | 3.10 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 4,340 |
| S48 | Croft Street | 1,200 | 3.13 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 4,340 |
| S49 | Croft Street | 1,200 | 3.35 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 4,340 |
| S50 | Croft Street | 1,200 | 4.36 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 4,629 |
| S51 | Croft Street | 1,200 | 3.53 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 4,340 |
| S52 | Croft Street | 1,200 | 3.53 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 4,340 |
| S53 | Croft Street | 1,200 | 3.59 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 4,340 |
| S54 | Croft Street | 1,200 | 3.24 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 4,340 |
| S55 | Croft Street | 1,200 | 4.38 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 4,629 |
| S56 | Rose Glen Road | 1,200 | 2.72 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 5,488 |
| S57 | Rose Glen Road | 1,200 | 2.09 | 1990 | 40 | 35% | 3 | 3 | 9 | based on life cycle | 2030 | 5,488 |
| 150 | John Street | 1,200 | 2.69 | 1991 | 40 | 38% | 3 | 3 | 9 | based on life cycle | 2031 | 5,488 |
| 150A | John Street | 1,200 | 3.22 | 1991 | 40 | 38% | 3 | 3 | 9 | based on life cycle | 2031 | 5,639 |
| 2 | Hayward Street | 1,200 | 3.73 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,639 |
| 3 | Queen Street | 1,200 | 2.27 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,488 |
| 6 | Queen Street | 1,200 | 3.27 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,639 |
| 7 | Queen Street | 1,200 | 2.12 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,488 |
| 152 | Robertson Street | 1,200 | 1.46 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,338 |
| 165 | Strachan Street | 1,200 | 5.62 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 7,518 |
| 174 | Strachan Street | 1,200 | 5.78 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 7,518 |
| 175 | Strachan Street | 1,200 | 4.18 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 6,014 |
| 176 | Gifford Street | 1,200 | 5.45 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 7,518 |
| 177 | Gifford Street | 1,200 | 4.87 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 6,014 |
| 178 | Gifford Street | 1,200 | 2.45 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,488 |
| 179 | Gifford Street | 1,200 | 3.00 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,488 |
| 180 | Pine Street | 1,200 | 2.18 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,488 |
| 182 | Augusta Street | 1,200 | 5.04 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 7,518 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|--------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 189 | Augusta Street | 1,200 | 4.01 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 6,014 |
| 191 | Dorset Street E. | 1,200 | 1.68 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,338 |
| 145A | Robertson Street | 1,200 | 3.00 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,488 |
| 152A | Robertson Street | 1,200 | 1.75 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,338 |
| 165A | Strachan Street | 1,200 | 4.90 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 6,014 |
| 175A | Strachan Street | 1,200 | 4.18 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 6,014 |
| 175B | Strachan Street | 1,200 | 4.02 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 6,014 |
| 175C | Strachan Street | 1,200 | 4.37 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 6,014 |
| 175D | Strachan Street | 1,200 | 3.91 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,639 |
| 177A | Thomas Street | 1,200 | 2.40 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,488 |
| 180B | Pine Street | 1,200 | 2.73 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,488 |
| 182A | Augusta Street | 1,200 | 5.79 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 7,518 |
| 182B | Augusta Street | 1,200 | 4.38 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 6,014 |
| 189A | Augusta Street | 1,200 | 4.77 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 6,014 |
| 189C | Queen Street | 1,200 | 2.65 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,488 |
| 2A | Hayward Street | 1,200 | 3.96 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,639 |
| S26 | Strachan Street | 1,200 | 2.41 | 1992 | 40 | 40% | 3 | 3 | 9 | based on life cycle | 2032 | 5,488 |
| 187 | Sherbourne Street | 1,200 | 2.86 | 1994 | 40 | 45% | 3 | 3 | 9 | based on life cycle | 2034 | 5,488 |
| 424 | Sherbourne Street | 1,200 | 2.38 | 1994 | 40 | 45% | 3 | 3 | 9 | based on life cycle | 2034 | 5,488 |
| 145B | Pine Street | 1,200 | 3.84 | 1994 | 40 | 45% | 3 | 3 | 9 | based on life cycle | 2034 | 5,639 |
| S60 | Dorset Street E. | 1,200 | 4.66 | 1995 | 40 | 48% | 3 | 3 | 9 | based on life cycle | 2035 | 6,014 |
| S61 | Dorset Street E. | 1,200 | 2.62 | 1995 | 40 | 48% | 3 | 3 | 9 | based on life cycle | 2035 | 5,488 |
| S62 | Rose Glen Road | 1,200 | 5.39 | 1995 | 40 | 48% | 3 | 3 | 9 | based on life cycle | 2035 | 7,518 |
| S63 | Rose Glen Road | 1,200 | 4.55 | 1995 | 40 | 48% | 3 | 3 | 9 | based on life cycle | 2035 | 6,014 |
| S64 | Rose Glen Road | 1,200 | 3.65 | 1995 | 40 | 48% | 3 | 3 | 9 | based on life cycle | 2035 | 5,639 |
| S65 | Rose Glen Road | 1,200 | 3.80 | 1995 | 40 | 48% | 3 | 3 | 9 | based on life cycle | 2035 | 5,639 |
| S66 | Rose Glen Road | 1,200 | 3.50 | 1995 | 40 | 48% | 3 | 3 | 9 | based on life cycle | 2035 | 5,639 |
| S67 | Rose Glen Road | 1,200 | 4.06 | 1995 | 40 | 48% | 3 | 3 | 9 | based on life cycle | 2035 | 6,014 |
| S68 | Rose Glen Road | 1,200 | 5.18 | 1995 | 40 | 48% | 3 | 3 | 9 | based on life cycle | 2035 | 7,518 |
| S69 | Rose Glen Road | 1,200 | 4.68 | 1995 | 40 | 48% | 3 | 3 | 9 | based on life cycle | 2035 | 6,014 |
| 272 | Croft Street | 1,200 | 3.00 | 1996 | 40 | 50% | 3 | 3 | 9 | based on life cycle | 2036 | 5,488 |
| 272A | Croft Street | 1,200 | 3.00 | 1996 | 40 | 50% | 3 | 3 | 9 | based on life cycle | 2036 | 5,488 |
| 275A | Croft Street | 1,200 | 3.00 | 1996 | 40 | 50% | 3 | 3 | 9 | based on life cycle | 2036 | 5,488 |
| 162 | Victoria Street S. | 1,200 | 2.48 | 1997 | 40 | 53% | 3 | 3 | 9 | based on life cycle | 2037 | 5,488 |
| 183 | Augusta Street | 1,200 | 1.67 | 1997 | 40 | 53% | 3 | 3 | 9 | based on life cycle | 2037 | 5,338 |
| 184 | Augusta Street | 1,200 | 4.17 | 1997 | 40 | 53% | 3 | 3 | 9 | based on life cycle | 2037 | 6,014 |
| 185 | Augusta Street | 1,200 | 2.74 | 1997 | 40 | 53% | 3 | 3 | 9 | based on life cycle | 2037 | 5,488 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|--------------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 186 | Augusta Street | 1,200 | 2.44 | 1997 | 40 | 53% | 3 | 3 | 9 | based on life cycle | 2037 | 5,488 |
| 270 | Croft Street | 1,200 | 4.74 | 1997 | 40 | 53% | 3 | 3 | 9 | based on life cycle | 2037 | 6,014 |
| 521 | Croft Street | 1,200 | 4.53 | 1997 | 40 | 53% | 3 | 3 | 9 | based on life cycle | 2037 | 6,014 |
| 145C | Pine Street | 1,200 | 17.30 | 1997 | 40 | 53% | 3 | 3 | 9 | based on life cycle | 2037 | 7,518 |
| 184A | Augusta Street | 1,200 | 3.00 | 1997 | 40 | 53% | 3 | 3 | 9 | based on life cycle | 2037 | 5,488 |
| 163 | Victoria Street S. | 1,200 | 2.14 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 5,488 |
| 163A | Victoria Street S. | 1,200 | 1.88 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 5,338 |
| 450 | Trefusis Street | 1,200 | 1.97 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 4,108 |
| 451 | Trefusis Street | 1,200 | 2.93 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 4,224 |
| 452 | Trefusis Street Easement | 1,200 | 3.56 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 4,340 |
| 453 | Trefusis Street Easement | 1,200 | 3.00 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 4,224 |
| 454 | Trefusis Street | 1,200 | 3.10 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 4,340 |
| 455 | Trefusis Street | 1,200 | 2.64 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 4,224 |
| 456 | Trefusis Street | 1,200 | 2.52 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 4,224 |
| 457 | Trefusis Street | 1,200 | 3.17 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 4,340 |
| 458 | Trefusis Street | 1,200 | 3.50 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 4,340 |
| 459 | Chalmers Ct. | 1,200 | 3.05 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 4,340 |
| 460 | Trefusis Street | 1,200 | 3.53 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 4,340 |
| 461 | Trefusis Street | 1,200 | 3.59 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 4,340 |
| 462 | Trefusis Street | 1,200 | 3.24 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 4,340 |
| 463 | Trefusis Street | 1,200 | 3.06 | 1998 | 40 | 55% | 3 | 3 | 9 | based on life cycle | 2038 | 4,340 |
| 930 | Easement | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 931 | Clifton Road | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 932 | Clifton Road | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 933 | Clifton Road | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 876 | Rapley Boulevard | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 877 | Rapley Boulevard | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 878 | Ramsey Road | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 879 | Ramsey Road | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 880 | Jeffries Street | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 881 | Jeffries Street | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 882 | Jeffries Street | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 883 | Jeffries Street | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 884 | Jeffries Street | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 885 | Rapley Boulevard | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 886 | Rapley Boulevard | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 887 | Rapley Boulevard | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|------------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 889 | Huffman Avenue | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 890 | Huffman Avenue | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 891 | Huffman Avenue | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 892 | Huffman Avenue | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 893 | Huffman Avenue | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 894 | Huffman Avenue | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 895 | Huffman Avenue | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 896 | Huffman Avenue | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 897 | Rapley Boulevard | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 900 | Jarvis Drive | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 901 | Jarvis Drive | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 902 | Jarvis Drive | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 903 | Jarvis Drive | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 904 | Jarvis Drive | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 905 | Jarvis Drive | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 906 | Jarvis Drive | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 907 | Jarvis Drive | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 908 | Rapley Boulevard | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 909 | Rapley Boulevard | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 917 | Rapley Boulevard | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 918 | Rapley Boulevard | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 919 | Rapley Boulevard | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 14B | Spicer Street | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 14C | Spicer Street | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 14D | Spicer Street | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 14E | Spicer Street | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 14F | Spicer Street | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 14G | Klien Street | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 14H | Klien Street | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 4,224 |
| 14I | Klien Street | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 5,488 |
| 14J | Klien Street | 1,200 | 3.00 | 1999 | 40 | 58% | 3 | 3 | 9 | based on life cycle | 2039 | 5,488 |
| 1 | Mill Street Pump House | 1,200 | 4.77 | 2000 | 40 | 60% | 2 | 3 | 6 | based on life cycle | 2040 | 6,014 |
| 218 | Easement | 1,200 | 2.17 | 2000 | 40 | 60% | 2 | 3 | 6 | based on life cycle | 2040 | 5,488 |
| 219 | Easement | 1,200 | 1.32 | 2000 | 40 | 60% | 2 | 3 | 6 | based on life cycle | 2040 | 5,338 |
| 306 | Ward Street | 1,200 | 1.16 | 2000 | 40 | 60% | 2 | 3 | 6 | based on life cycle | 2040 | 5,338 |
| 28 | Brimley Street | 1,200 | 1.74 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 5,338 |
| 28A | Brimley Street | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 5,488 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|---------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 910 | Baxter Place | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 4,224 |
| 911 | Baxter Place | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 4,224 |
| 912 | Baxter Place | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 5,488 |
| 913 | Baxter Place | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 4,224 |
| 914 | Baxter Place | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 4,224 |
| 915 | Baxter Place | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 4,224 |
| 916 | Baxter Place | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 4,224 |
| 920 | Jiggins Court | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 4,224 |
| 921 | Jiggins Court | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 4,224 |
| 922 | Jiggins Court | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 4,224 |
| 923 | Jiggins Court | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 4,224 |
| 924 | Jiggins Court | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 4,224 |
| 925 | Jiggins Court | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 4,224 |
| 926 | Jiggins Court | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 4,224 |
| 927 | Jiggins Court | 1,200 | 3.00 | 2002 | 40 | 65% | 2 | 3 | 6 | based on life cycle | 2042 | 4,224 |
| 166 | Brimley Street | 1,200 | 3.07 | 2003 | 40 | 68% | 2 | 3 | 6 | based on life cycle | 2043 | 5,639 |
| 170 | Brimley Street | 1,200 | 4.80 | 2003 | 40 | 68% | 2 | 3 | 6 | based on life cycle | 2043 | 6,014 |
| 171 | Brimley Street | 1,200 | 2.51 | 2003 | 40 | 68% | 2 | 3 | 6 | based on life cycle | 2043 | 5,488 |
| 167 | Brimley Street | 1,200 | 2.67 | 2004 | 40 | 70% | 2 | 3 | 6 | based on life cycle | 2044 | 5,488 |
| 302 | McCaul Street | 1,200 | 2.58 | 2004 | 40 | 70% | 2 | 3 | 6 | based on life cycle | 2044 | 5,488 |
| 302A | McCaul Street | 1,200 | 3.00 | 2004 | 40 | 70% | 2 | 3 | 6 | based on life cycle | 2044 | 5,488 |
| 940 | Talbot Drive | 1,200 | 3.00 | 2005 | 40 | 73% | 2 | 3 | 6 | based on life cycle | 2045 | 4,224 |
| 941 | Talbot Drive | 1,200 | 3.00 | 2005 | 40 | 73% | 2 | 3 | 6 | based on life cycle | 2045 | 4,224 |
| 942 | Talbot Drive | 1,200 | 3.00 | 2005 | 40 | 73% | 2 | 3 | 6 | based on life cycle | 2045 | 4,224 |
| 943 | Talbot Drive | 1,200 | 3.00 | 2005 | 40 | 73% | 2 | 3 | 6 | based on life cycle | 2045 | 4,224 |
| 944 | Talbot Drive | 1,200 | 3.00 | 2005 | 40 | 73% | 2 | 3 | 6 | based on life cycle | 2045 | 4,224 |
| 325 | Elgin Street | 1,200 | 2.09 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 5,488 |
| 326 | Elgin Street | 1,200 | 2.38 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 5,488 |
| 800 | Little's Creek Farm | 1,200 | 5.21 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 5,787 |
| 801 | Little's Creek Farm | 1,200 | 6.20 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 5,787 |
| 802 | Little's Creek Farm | 1,200 | 2.84 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,224 |
| 803 | Little's Creek Farm | 1,200 | 1.34 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,108 |
| 804 | Little's Creek Farm | 1,200 | 1.35 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,108 |
| 805 | Little's Creek Farm | 1,200 | 1.53 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,108 |
| 806 | Little's Creek Farm | 1,200 | 1.42 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,108 |
| 807 | Little's Creek Farm | 1,200 | 6.30 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 5,787 |
| 817 | Lakeshore Road | 1,200 | 4.94 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|--------------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 820 | AON Overland Flow Route | 1,200 | 5.06 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 5,787 |
| 826 | Street 'C' | 1,200 | 3.26 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 833 | Street 'C' | 1,200 | 3.17 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 834 | Street 'C' | 1,200 | 3.30 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 835 | Street 'B' | 1,200 | 3.91 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 836 | South Servicing Easement | 1,200 | 3.70 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 837 | South Servicing Easement | 1,200 | 3.98 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 838 | South Servicing Easement | 1,200 | 4.05 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 839 | South Servicing Easement | 1,200 | 4.59 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 840 | South Servicing Easement | 1,200 | 4.09 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 841 | South Servicing Easement | 1,200 | 4.27 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 842 | South Servicing Easement | 1,200 | 4.31 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 843 | South Servicing Easement | 1,200 | 4.81 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 844 | South Servicing Easement | 1,200 | 3.59 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 845 | West Servicing Easement | 1,200 | 3.10 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 846 | West Servicing Easement | 1,200 | 3.05 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 847 | West Servicing Easement | 1,200 | 3.66 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 848 | West Servicing Easement | 1,200 | 4.10 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 849 | West Servicing Easement | 1,200 | 5.22 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 5,787 |
| 850 | West Servicing Easement | 1,200 | 2.57 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,224 |
| 851 | Lakeshore Road | 1,200 | 4.95 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 852 | Lakeshore Road | 1,200 | 5.10 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 5,787 |
| 853 | Lakeshore Road | 1,200 | 3.79 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 854 | Lakeshore Road | 1,200 | 3.00 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,224 |
| 855 | Lakeshore Road | 1,200 | 3.02 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 856 | Lakeshore Road | 1,200 | 3.00 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,224 |
| 857 | AON Overland Flow Route | 1,200 | 4.21 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 858 | AON Overland Flow Route | 1,200 | 4.70 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 326A | Elgin Street | 1,200 | 2.90 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 5,488 |
| 875 | Rapley Boulevard | 1,200 | 6.18 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 5,787 |
| 808 | Strachan Street | 1,200 | 3.04 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 809 | Strachan Street | 1,200 | 3.04 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 810 | Strachan Street | 1,200 | 3.65 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 811 | Strachan Street | 1,200 | 3.80 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 5,787 |
| 812 | Strachan Street | 1,200 | 6.01 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 813 | Strachan Street | 1,200 | 4.91 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 814 | Strachan Street | 1,200 | 4.05 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Structures

| Sanitary Structure ID | Street Name | Maint. Hole Diameter (mm) | Depth (m) | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-----------------------|--------------------------|---------------------------|-----------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 815 | Strachan Street | 1,200 | 4.23 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 816 | Strachan Street | 1,200 | 4.02 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 818 | Strachan Street | 1,200 | 4.65 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 819 | Strachan Street | 1,200 | 4.80 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 821 | Strachan Street | 1,200 | 3.90 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 822 | Strachan Street | 1,200 | 3.43 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 823 | Strachan Street | 1,200 | 3.81 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 824 | Strachan Street | 1,200 | 3.36 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,224 |
| 825 | Strachan Street | 1,200 | 2.75 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 827 | Strachan Street | 1,200 | 3.10 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 828 | Strachan Street | 1,200 | 4.52 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 829 | Strachan Street | 1,200 | 4.53 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 830 | Strachan Street | 1,200 | 4.45 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,629 |
| 831 | Strachan Street | 1,200 | 4.23 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,340 |
| 832 | Strachan Street | 1,200 | 3.75 | 2006 | 40 | 75% | 2 | 3 | 6 | based on life cycle | 2046 | 4,108 |
| 301 | Elgin Street | 1,200 | 3.65 | 2007 | 40 | 78% | 2 | 3 | 6 | based on life cycle | 2047 | 5,639 |
| 303 | Elgin Street | 1,200 | 1.84 | 2007 | 40 | 78% | 2 | 3 | 6 | based on life cycle | 2047 | 5,338 |
| 888 | Austin Court | 1,200 | 0.33 | 2007 | 40 | 78% | 2 | 3 | 6 | based on life cycle | 2047 | 4,224 |
| 898 | Snell Court | 1,200 | 2.22 | 2007 | 40 | 78% | 2 | 3 | 6 | based on life cycle | 2047 | 4,108 |
| 899 | Snell Court | 1,200 | 1.84 | 2007 | 40 | 78% | 2 | 3 | 6 | based on life cycle | 2047 | 4,224 |
| COR | Dorset St W - correction | was removed | | 2012 | 40 | 90% | 1 | 3 | 3 | based on life cycle | 2052 | (5,907) |
| 196 | Alexander Street | 1,200 | 2.51 | 2016 | 40 | 100% | 1 | 3 | 3 | based on life cycle | 2056 | 5,488 |
| 197 | Alexander Street | 1,200 | 3.09 | 2016 | 40 | 100% | 1 | 3 | 3 | based on life cycle | 2056 | 5,639 |
| 198 | Alexander Street | 1,200 | 2.56 | 2016 | 40 | 100% | 1 | 3 | 3 | based on life cycle | 2056 | 5,488 |
| 199 | Alexander Street | 1,200 | 3.63 | 2016 | 40 | 100% | 1 | 3 | 3 | based on life cycle | 2056 | 5,639 |

\$ 5,077,897

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA1079 | Trefusis Street | 41 | 40 | 116.70 | 250 | 2.76 | AC | 9 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2018 | 94,410 |
| SA1083 | Trefusis Street | 42 | 41 | 61.00 | 250 | 2.75 | AC | 5 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2018 | 49,349 |
| SA1101 | Trefusis Street | 43 | 42 | 61.00 | 250 | 2.56 | AC | 4 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2018 | 49,349 |
| SA1131 | Trefusis Street | 44 | 43 | 71.60 | 250 | 2.99 | AC | 0 | 1955 | 75 | 19% | 4 | 3 | 12 | 2020 to 2024 | 2018 | 57,924 |
| SA1139 | Trefusis Street | 45 | 44 | 72.80 | 250 | 4.00 | AC | 2 | 1955 | 75 | 19% | 4 | 3 | 12 | 2020 to 2024 | 2018 | 58,895 |
| SA1635 | Bruton Street | 98 | 98A | 89.00 | 200 | 2.29 | VC | 7 | 1901 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 66,394 |
| SA1637 | Bruton Street | 98A | 99 | 88.70 | 200 | 1.70 | VC | 8 | 1901 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 66,170 |
| SA1639 | Julia Street | 99 | 24 | 56.70 | 200 | 1.69 | VC | 2 | 1901 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 42,298 |
| SA0099 | Julia Street | 122A | 122 | 62.00 | 200 | 2.98 | VC | 3 | 1912 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 46,252 |
| SA0101 | Julia Street | 122B | 122A | 60.80 | 200 | 3.00 | VC | 3 | 1912 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 45,357 |
| SA1629 | Bruton Street | 97 | 97B | 82.70 | 200 | 1.46 | VC | 5 | 1920 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 61,694 |
| SA1631 | Bruton Street | 97A | 97 | 77.70 | 225 | 1.45 | VC | 12 | 1920 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 62,859 |
| SA1633 | Bruton Street | 97B | 98 | 82.00 | 200 | 1.61 | VC | 5 | 1920 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 61,172 |
| SA0519 | Julia Street | 25 | 24 | 6.70 | 200 | 1.69 | VC | 1 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 4,998 |
| SA0559 | Julia Street | 26-Feb | 25 | 63.40 | 200 | 1.90 | VC | 2 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 47,296 |
| SA0205 | Lakeshore Road | 157A | S22 | 98.40 | 200 | 4.18 | VC | 4 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2019 | 73,406 |
| SA0207 | Lakeshore Road | 158 | 157A | 100.00 | 200 | 2.51 | VC | 6 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2019 | 74,600 |
| SA0157 | Hector Street | 140 | 8 | 60.00 | 150 | 0.91 | VC | 7 | 1951 | 75 | 13% | 4 | 1 | 4 | based on life cycle | 2020 | 44,760 |
| SA0215 | Brown Street | 15D | 15A | 35.00 | 150 | 3.00 | VC | 1 | 1963 | 75 | 29% | 4 | 1 | 4 | based on life cycle | 2020 | 26,110 |
| SA0217 | Brown Street | 15E | 15D | 35.00 | 150 | 3.00 | VC | 5 | 1963 | 75 | 29% | 4 | 1 | 4 | based on life cycle | 2020 | 26,110 |
| SA0355 | Brown Street | 20 | 15E | 74.00 | 150 | 0.70 | VC | 6 | 1963 | 75 | 29% | 4 | 1 | 4 | based on life cycle | 2020 | 55,204 |
| SA0381 | Brown Street | 20B | 20C | 76.00 | 200 | 3.00 | VC | 9 | 1963 | 75 | 29% | 4 | 2 | 8 | based on life cycle | 2020 | 56,696 |
| SA0383 | Brown Street | 20C | 20 | 76.00 | 200 | 2.13 | VC | 9 | 1963 | 75 | 29% | 4 | 2 | 8 | based on life cycle | 2020 | 56,696 |
| SA1231 | Brown Street | 531A | 531 | 24.00 | 200 | 3.00 | VC | 3 | 1963 | 75 | 29% | 4 | 2 | 8 | based on life cycle | 2020 | 17,904 |
| SA1235 | Brown Street | 532 | 531 | 21.30 | 200 | 3.00 | VC | 4 | 1963 | 75 | 29% | 4 | 2 | 8 | based on life cycle | 2020 | 15,890 |
| SA1233 | Brown Street | 531A | 135 | 40.92 | 200 | 3.00 | VC | 2 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2020 | 30,526 |
| SA0453 | Mill Street | 231 | 230 | 79.60 | 250 | 1.80 | VC | 5 | 1906 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 64,396 |
| SA0455 | Mill Street | 232 | 231 | 82.90 | 250 | 2.12 | VC | 11 | 1906 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2021 | 67,066 |
| SA0869 | Mill Street | 323 | 324 | 55.00 | 600 | 1.83 | VC | 0 | 1929 | 75 | 0% | 5 | 5 | 25 | 2016 | 2021 | 65,395 |
| SA0871 | Mill Street | 324 | 225 | 80.00 | 600 | 2.70 | VC | 2 | 1929 | 75 | 0% | 5 | 5 | 25 | 2016 | 2021 | 95,120 |
| SA0819 | Rose Glen Road | 309B | 309D | 78.00 | 200 | 3.00 | CON | 1 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2021 | 58,188 |
| SA0821 | Rose Glen Road | 309D | 389 | 115.80 | 200 | 3.00 | CON | 2 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2021 | 86,387 |
| SA0075 | Brogden's Lane | 115 | 9 | 15.20 | 200 | 1.83 | CON | 0 | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2021 | 11,339 |
| SA0077 | Brogden's Lane | 116 | 116A | 10.70 | 200 | 0.90 | CON | 0 | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2021 | 7,982 |
| SA0079 | Brogden's Lane | 116A | 115 | 45.00 | 200 | 1.79 | CON | 3 | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2021 | 33,570 |
| SA0081 | Brogden's Lane | 117 | 116 | 120.00 | 375 | 1.63 | CON | 10 | 1964 | 75 | 31% | 3 | 4 | 12 | 2020 to 2024 | 2021 | 113,760 |
| SA0437 | Brogden's Lane | 226-OFLOW | Overflow | 11.52 | 200 | 3.00 | CON | 0 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2021 | 8,594 |
| SA0089 | Maitland Street | 12 | 11 | 22.82 | 525 | 2.20 | VC | 1 | 1969 | 75 | 37% | 3 | 5 | 15 | 2020 to 2024 | 2021 | 26,106 |
| SA0121 | Maitland Street | 13 | 12 | 41.11 | 525 | 2.17 | VC | 4 | 1969 | 75 | 37% | 3 | 5 | 15 | 2020 to 2024 | 2021 | 47,030 |
| SA1769 | Maitland Street | ST10 | 118A | 10.70 | 375 | 2.60 | VC | 0 | 1972 | 75 | 41% | 3 | 4 | 12 | 2020 to 2024 | 2021 | 10,144 |
| SA0033 | Cavan Street | 106 | 133 | 123.10 | 225 | 1.47 | VC | 6 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2023 | 99,588 |
| SA0039 | Cavan Street | 107 | 106 | 82.00 | 225 | 1.69 | VC | 2 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2023 | 66,338 |
| SA0047 | Cavan Street | 108 | 107 | 181.40 | 200 | 1.31 | VC | 10 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2023 | 135,324 |
| SA0067 | Cavan Street | 112 | 15 | 87.20 | 300 | 1.91 | VC | 2 | 1925 | 75 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2023 | 76,038 |
| SA0069 | Cavan Street | 113 | 112 | 39.30 | 250 | 2.01 | VC | 5 | 1925 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2023 | 31,794 |
| SA0131 | Cavan Street | 133 | 18 | 75.60 | 300 | 1.24 | VC | 2 | 1925 | 75 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2023 | 65,923 |
| SA0219 | Cavan Street | 16 | 15 | 3.40 | 300 | 1.97 | VC | 0 | 1925 | 75 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2023 | 2,965 |
| SA0249 | Cavan Street | 17 | 16 | 93.37 | 300 | 1.77 | VC | 2 | 1925 | 75 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2023 | 81,419 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0285 | Cavan Street | 18 | 17 | 75.30 | 300 | 1.63 | VC | 3 | 1925 | 75 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2023 | 65,662 |
| SA1801 | Cavan Street | 113 | 13 | 39.60 | 250 | 3.00 | VC | 1 | 1925 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2023 | 32,036 |
| SA1237 | Cavan Street | 533 | 108 | 88.70 | 200 | 1.31 | CON | 4 | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2023 | 66,170 |
| SA0587 | Cavan Street | 549 | 550 | 76.20 | 450 | 3.00 | VC | 0 | 1969 | 75 | 37% | 3 | 5 | 15 | 2020 to 2024 | 2023 | 82,906 |
| SA0591 | Cavan Street | 550 | 551 | 46.30 | 450 | 3.00 | VC | 0 | 1969 | 75 | 37% | 3 | 5 | 15 | 2020 to 2024 | 2023 | 50,374 |
| SA0595 | Cavan Street | 551 | 552 | 75.60 | 525 | 3.00 | VC | 0 | 1969 | 75 | 37% | 3 | 5 | 15 | 2020 to 2024 | 2023 | 86,486 |
| SA0597 | Cavan Street | 552 | 553 | 91.40 | 525 | 3.00 | VC | 0 | 1969 | 75 | 37% | 3 | 5 | 15 | 2020 to 2024 | 2023 | 104,562 |
| SA0599 | Cavan Street | 553 | 14 | 25.00 | 525 | 1.80 | VC | 0 | 1969 | 75 | 37% | 3 | 5 | 15 | 2020 to 2024 | 2023 | 28,600 |
| SA0987 | Cavan Street | 35B | 535 | 85.00 | 300 | 3.00 | VC | 3 | 1969 | 75 | 37% | 3 | 4 | 12 | 2020 to 2024 | 2023 | 74,120 |
| SA1239 | Cavan Street | 535 | 536 | 96.30 | 250 | 3.00 | VC | 3 | 1969 | 75 | 37% | 3 | 3 | 9 | based on life cycle | 2023 | 77,907 |
| SA1241 | Cavan Street | 536 | 537 | 76.20 | 250 | 3.00 | VC | 4 | 1969 | 75 | 37% | 3 | 3 | 9 | based on life cycle | 2023 | 61,646 |
| SA1243 | Cavan Street | 537 | 538 | 74.70 | 250 | 3.00 | VC | 3 | 1969 | 75 | 37% | 3 | 3 | 9 | based on life cycle | 2023 | 60,432 |
| SA1245 | Cavan Street | 538 | 539 | 76.20 | 300 | 3.00 | VC | 0 | 1969 | 75 | 37% | 3 | 4 | 12 | 2020 to 2024 | 2023 | 66,446 |
| SA1247 | Cavan Street | 539 | 540 | 76.20 | 300 | 3.00 | VC | 1 | 1969 | 75 | 37% | 3 | 4 | 12 | 2020 to 2024 | 2023 | 66,446 |
| SA1251 | Cavan Street | 540 | 541 | 100.00 | 300 | 3.00 | VC | 1 | 1969 | 75 | 37% | 3 | 4 | 12 | 2020 to 2024 | 2023 | 87,200 |
| SA1253 | Cavan Street | 541 | 542 | 91.50 | 375 | 3.00 | VC | 3 | 1969 | 75 | 37% | 3 | 4 | 12 | 2020 to 2024 | 2023 | 86,742 |
| SA1255 | Cavan Street | 542 | 543 | 99.10 | 375 | 3.00 | VC | 2 | 1969 | 75 | 37% | 3 | 4 | 12 | 2020 to 2024 | 2023 | 93,947 |
| SA1257 | Cavan Street | 543 | 544 | 99.10 | 375 | 3.00 | VC | 0 | 1969 | 75 | 37% | 3 | 4 | 12 | 2020 to 2024 | 2023 | 93,947 |
| SA1259 | Cavan Street | 544 | 545 | 99.10 | 375 | 3.00 | VC | 5 | 1969 | 75 | 37% | 3 | 4 | 12 | 2020 to 2024 | 2023 | 93,947 |
| SA1261 | Cavan Street | 545 | 546 | 91.50 | 375 | 3.00 | VC | 3 | 1969 | 75 | 37% | 3 | 4 | 12 | 2020 to 2024 | 2023 | 86,742 |
| SA1263 | Cavan Street | 546 | 547 | 91.50 | 375 | 3.00 | VC | 2 | 1969 | 75 | 37% | 3 | 4 | 12 | 2020 to 2024 | 2023 | 86,742 |
| SA1265 | Cavan Street | 547 | 548 | 77.10 | 450 | 3.00 | VC | 0 | 1969 | 75 | 37% | 3 | 5 | 15 | 2020 to 2024 | 2023 | 83,885 |
| SA1267 | Cavan Street | 548 | 549 | 74.70 | 450 | 3.00 | VC | 0 | 1969 | 75 | 37% | 3 | 5 | 15 | 2020 to 2024 | 2023 | 81,274 |
| SA0071 | Cavan street | 113 | 136 | 61.76 | 200 | 3.00 | CON | 9 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2023 | 46,073 |
| SA1781 | Walton Street | ST15 | 127 | 53.60 | 200 | 1.31 | VC | 5 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2024 | 39,986 |
| SA0073 | Walton Street | 114 | 9 | 41.80 | 250 | 1.83 | VC | 5 | 1958 | 75 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2024 | 33,816 |
| SA0327 | North Street | 19 | 18 | 47.50 | 250 | 1.91 | VC | 3 | 1901 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 38,428 |
| SA0353 | North Street | 20 | 19 | 55.80 | 225 | 2.26 | VC | 3 | 1901 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 45,142 |
| SA0385 | North Street | 21 | 20 | 80.50 | 200 | 2.17 | VC | 5 | 1901 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 60,053 |
| SA0415 | North Street | 22 | 21 | 77.70 | 250 | 2.55 | VC | 1 | 1901 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 62,859 |
| SA0449 | Bruton Lane | 23 | 23A | 84.00 | 200 | 3.00 | VC | 7 | 1901 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 62,664 |
| SA0477 | Bruton Lane | 23A | 23B | 93.90 | 200 | 3.00 | VC | 3 | 1901 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 70,049 |
| SA0479 | Bruton Lane | 23B | 22 | 30.00 | 200 | 2.27 | VC | 0 | 1901 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 22,380 |
| SA0083 | Ridout Street | 118 | 120A | 70.30 | 250 | 3.00 | VC | 7 | 1903 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 56,873 |
| SA0091 | Ridout Street | 120 | 121 | 95.10 | 300 | 1.86 | VC | 9 | 1903 | 75 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2025 | 82,927 |
| SA0093 | Ridout Street | 120A | 120 | 72.00 | 250 | 1.12 | VC | 5 | 1903 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 58,248 |
| SA0095 | Ridout Street | 121 | 122 | 88.70 | 300 | 3.11 | VC | 7 | 1903 | 75 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2025 | 77,346 |
| SA0097 | Ridout Street | 122 | 123 | 72.20 | 300 | 3.78 | VC | 7 | 1903 | 75 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2025 | 62,958 |
| SA0107 | Church Street | 124A | 124 | 50.00 | 200 | 2.88 | VC | 3 | 1904 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 37,300 |
| SA0109 | Church Street | 125 | 124A | 40.50 | 200 | 2.92 | VC | 3 | 1904 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 30,213 |
| SA1319 | Baldwin Street | 588 | 125 | 71.60 | 200 | 3.71 | VC | 5 | 1904 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 53,414 |
| SA1779 | Baldwin Street | ST14 | 125 | 91.40 | 200 | 3.71 | VC | 13 | 1904 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 68,184 |
| SA0457 | Ontario Street | 233 | 232 | 27.70 | 250 | 2.93 | VC | 0 | 1906 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 22,409 |
| SA0671 | Ontario Street | 279 | 282A | 67.94 | 250 | 4.56 | VC | 3 | 1906 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 54,963 |
| SA0673 | Ellen Street | 279A | 279 | 99.30 | 200 | 2.75 | VC | 7 | 1906 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 74,078 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0675 | Ellen Street | 279B | 279A | 91.10 | 200 | 3.00 | VC | 8 | 1906 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 67,961 |
| SA0715 | Ellen Street | 281 | 279B | 85.70 | 200 | 2.57 | VC | 8 | 1906 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 63,932 |
| SA0717 | Ontario Street | 282 | 233 | 25.90 | 250 | 3.34 | VC | 1 | 1906 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 20,953 |
| SA0719 | Ontario Street | 282A | 282 | 82.80 | 200 | 3.00 | VC | 1 | 1906 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 61,769 |
| SA0731 | Bloomsgrove Aver | 286 | 287 | 93.00 | 200 | 2.61 | VC | 8 | 1906 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 69,378 |
| SA0733 | Bloomsgrove Aver | 287 | 288 | 96.60 | 200 | 2.79 | VC | 7 | 1906 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 72,064 |
| SA0735 | Bloomsgrove Aver | 288 | 289 | 93.30 | 200 | 2.46 | VC | 14 | 1906 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 69,602 |
| SA0737 | Bloomsgrove Aver | 289 | 282 | 93.00 | 200 | 2.69 | VC | 7 | 1906 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 69,378 |
| SA0035 | Bedford Street | 106A | 106 | 15.50 | 200 | 1.95 | VC | 0 | 1910 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 11,563 |
| SA0051 | Bedford Street | 109 | 106A | 98.70 | 200 | 2.16 | VC | 9 | 1910 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 73,630 |
| SA0059 | Bedford Street | 110 | 109 | 98.00 | 200 | 2.47 | VC | 8 | 1910 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 73,108 |
| SA0063 | Bedford Street | 111 | 110 | 79.90 | 200 | 2.75 | VC | 5 | 1910 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 59,605 |
| SA0065 | Bedford Street | 111A | 111 | 102.00 | 200 | 2.79 | VC | 2 | 1910 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 76,092 |
| SA0459 | Martha Street | 234 | 233 | 94.20 | 250 | 3.23 | VC | 5 | 1912 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 76,208 |
| SA0461 | Ellen Street | 234A | 234 | 80.60 | 200 | 2.17 | VC | 7 | 1912 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 60,128 |
| SA0463 | Ellen Street | 234B | 234A | 28.40 | 200 | 3.00 | VC | 5 | 1912 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 21,186 |
| SA0465 | Martha Street | 235 | 234 | 76.80 | 250 | 3.15 | VC | 3 | 1912 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 62,131 |
| SA0467 | Margaret Street | 235A | 235 | 76.50 | 250 | 2.09 | VC | 3 | 1912 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 61,889 |
| SA0581 | Margaret Street | 267 | 235A | 76.00 | 250 | 2.04 | VC | 6 | 1912 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 61,484 |
| SA0583 | Margaret Street | 267A | 267 | 108.50 | 250 | 2.04 | VC | 8 | 1912 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 87,777 |
| SA0469 | Martha Street | 236 | 235 | 38.10 | 250 | 3.25 | CON | 3 | 1912 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 30,823 |
| SA0815 | William Street | 309 | 308 | 13.10 | 200 | 2.07 | VC | 0 | 1913 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 9,773 |
| SA0817 | William Street | 309A | 309 | 75.00 | 200 | 3.00 | VC | 7 | 1913 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 55,950 |
| SA0925 | William Street | 337 | 309A | 87.80 | 200 | 3.00 | VC | 7 | 1913 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 65,499 |
| SA1141 | Smith Street | 441 | 439 | 128.00 | 200 | 3.31 | VC | 14 | 1913 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 95,488 |
| SA0711 | Hope Street | 280 | 281 | 74.10 | 200 | 2.58 | CON | 5 | 1913 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 55,279 |
| SA0713 | Hope Street | 281 | 285 | 38.70 | 200 | 2.26 | CON | 1 | 1913 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 28,870 |
| SA0727 | Hope Street | 285 | 286 | 53.30 | 250 | 2.22 | CON | 2 | 1913 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 43,120 |
| SA0159 | Dorset Street W. | 141 | 142 | | 200 | 2.00 | VC | 5 | 1915 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | - |
| SA0161 | Dorset Street W. | 141A | 141 | | 200 | 2.40 | VC | 2 | 1915 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | - |
| SA0163 | Dorset Street W. | 142 | 143 | | 200 | 1.58 | VC | 7 | 1915 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | - |
| SA0165 | Dorset Street W. | 143 | 144 | | 200 | 1.48 | VC | 10 | 1915 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | - |
| SA0167 | Dorset Street W. | 144 | 145 | | 200 | 1.89 | VC | 19 | 1915 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | - |
| SA0169 | Dorset Street W. | 145 | 145A | | 200 | 5.43 | VC | 0 | 1915 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | - |
| SA0827 | Ward Street | 310 | 310A | 34.40 | 225 | 2.25 | VC | 0 | 1915 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 27,830 |
| SA0831 | Armour Street | 311 | 310 | | 150 | 1.67 | VC | 7 | 1915 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2025 | - |
| SA0833 | Ward Street | 312 | 227 | 71.90 | 225 | 4.55 | VC | 0 | 1915 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 58,167 |
| SA0991 | King Street | 360 | 361 | 95.10 | 225 | 2.49 | VC | 9 | 1915 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 76,936 |
| SA0993 | King Street | 361 | 352 | 141.70 | 225 | 4.02 | VC | 8 | 1915 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 114,635 |
| SA1821 | Armour Street | ST600 | 600 | | 150 | 3.00 | VC | 0 | 1915 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2025 | - |
| SA0937 | King Street | 341 | 341A | 76.80 | 250 | 2.96 | VC | 2 | 1916 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 62,131 |
| SA0939 | King Street | 341A | 344 | 93.60 | 250 | 3.33 | VC | 2 | 1916 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 75,722 |
| SA0941 | King Street | 342 | 343 | 92.50 | 225 | 2.34 | VC | 7 | 1916 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 74,833 |
| SA0945 | King Street | 343 | 341 | 94.20 | 225 | 2.73 | VC | 4 | 1916 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 76,208 |
| SA0947 | King Street | 344 | 345 | 7.90 | 250 | 3.43 | VC | 0 | 1916 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 6,391 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0949 | King Street | 345 | 352 | 119.20 | 250 | 2.96 | VC | 4 | 1916 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 96,433 |
| SA0851 | Princess Street | 318 | 318A | 12.60 | 200 | 1.62 | VC | 8 | 1919 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 9,400 |
| SA0853 | Princess Street | 318A | 318B | 98.40 | 200 | 3.00 | VC | 5 | 1919 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 73,406 |
| SA0855 | Princess Street | 318B | 319 | 96.30 | 200 | 1.49 | VC | 1 | 1919 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 71,840 |
| SA0857 | Princess Street | 319 | 320 | 15.20 | 200 | 1.51 | VC | 0 | 1919 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 11,339 |
| SA1811 | Princess Street | ST3 | 318 | 12.80 | 200 | 1.57 | VC | 2 | 1919 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 9,549 |
| SA0179 | John Street | 147 | 148 | 60.02 | 250 | 1.84 | VC | 1 | 1920 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 48,556 |
| SA0181 | John Street | 148 | 151 | 55.00 | 250 | 1.68 | VC | 2 | 1920 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 44,495 |
| SA0183 | Park Street | 149 | 150 | 120.70 | 200 | 2.40 | VC | 12 | 1920 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 90,042 |
| SA0193 | John Street | 151 | 146 | 106.00 | 250 | 1.20 | VC | 4 | 1920 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 85,754 |
| SA1789 | Pidgeon Hill Road | ST19 | 108 | 7.90 | 150 | 3.00 | VC | 1 | 1920 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2025 | 5,893 |
| SA0177 | Robertson Street | 146 | 152A | 50.00 | 200 | 1.84 | PVC | 0 | 1920 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 37,300 |
| SA0661 | Ontario Street | 275 | 277 | 208.20 | 225 | 2.63 | VC | 6 | 1922 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 168,434 |
| SA0663 | Ontario Street | 276 | 275 | 8.70 | 225 | 2.68 | VC | 0 | 1922 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 7,038 |
| SA0667 | Ontario Street | 277 | 278 | 128.60 | 225 | 2.19 | VC | 15 | 1922 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 104,037 |
| SA0669 | Ontario Street | 278 | 279 | 125.30 | 225 | 2.30 | VC | 2 | 1922 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 101,368 |
| SA0729 | Hope Street | 286 | 293 | 42.53 | 225 | 3.00 | VC | 3 | 1922 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 34,407 |
| SA0753 | Hope Street N. | 293 | 294 | 147.06 | 225 | 1.65 | VC | 13 | 1922 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 118,972 |
| SA0755 | Harcourt Street | 294 | 294A | 93.00 | 225 | 2.22 | VC | 2 | 1922 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 75,237 |
| SA0757 | Harcourt Street | 294A | 295 | 101.30 | 225 | 2.53 | VC | 10 | 1922 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 81,952 |
| SA0763 | Harcourt Street | 295 | 295A | 93.00 | 225 | 2.54 | VC | 12 | 1922 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 75,237 |
| SA0765 | Harcourt Street | 295A | 296 | 92.30 | 225 | 2.52 | VC | 14 | 1922 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 74,671 |
| SA0767 | Easement | 296 | 230 | 67.10 | 250 | 1.97 | VC | 3 | 1922 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 54,284 |
| SA0921 | Dorset Street E. | 336 | 340 | 100.90 | 250 | 4.48 | VC | 7 | 1922 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 81,628 |
| SA0935 | Dorset Street E. | 340 | 523 | 84.40 | 250 | 4.69 | VC | 5 | 1922 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 68,280 |
| SA1213 | Dorset Street E. | 523 | 341 | 61.00 | 250 | 2.42 | VC | 1 | 1922 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 49,349 |
| SA0721 | College Street | 283 | 284 | 139.30 | 225 | 1.72 | VC | 8 | 1923 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 112,694 |
| SA0723 | College Street | 284 | 285 | 138.70 | 225 | 2.51 | VC | 8 | 1923 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 112,208 |
| SA0221 | Sullivan Street | 160 | S24 | 124.40 | 200 | 2.37 | VC | 14 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 92,802 |
| SA0229 | Sherbourne Street | 164 | 164A | 70.00 | 200 | 1.45 | VC | 7 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 52,220 |
| SA0231 | Sherbourne Street | 164A | 163 | 68.00 | 200 | 1.62 | VC | 4 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 50,728 |
| SA0241 | Durham Street | 168 | 167 | 130.50 | 150 | 1.90 | VC | 13 | 1925 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2025 | 97,353 |
| SA0243 | Durham Street | 169 | 168 | 56.40 | 150 | 1.65 | VC | 6 | 1925 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2025 | 42,074 |
| SA0255 | Sullivan Street | 172 | 170 | 116.50 | 200 | 4.73 | VC | 5 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 86,909 |
| SA0257 | Sullivan Street | 172A | 172 | 45.00 | 200 | 3.66 | VC | 4 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 33,570 |
| SA0259 | Little Hope Street | 173 | 172 | 92.70 | 200 | 3.43 | VC | 10 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 69,154 |
| SA0557 | Charles Street | 26-Jan | 27 | 92.00 | 200 | 4.30 | VC | 5 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 68,632 |
| SA0647 | Charles Street | 27 | 28 | 93.00 | 200 | 2.55 | VC | 5 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 69,378 |
| SA0903 | DeBlaquire Street | 331 | 332 | 50.00 | 200 | 1.52 | VC | 4 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 37,300 |
| SA0905 | DeBlaquire Street | 332 | 327 | 94.50 | 200 | 1.77 | VC | 4 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 70,497 |
| SA0907 | DeBlaquire Street | 333 | 333A | 64.30 | 250 | 1.68 | VC | 3 | 1925 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 52,019 |
| SA0909 | Dorset Street E. | 333A | 334 | 73.60 | 250 | 3.00 | VC | 3 | 1925 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 59,542 |
| SA0911 | Dorset Street E. | 334 | 336 | 97.50 | 250 | 3.34 | VC | 10 | 1925 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 78,878 |
| SA1229 | Easment | 531 | 112 | 102.00 | 150 | 1.02 | VC | 9 | 1925 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2025 | 76,092 |
| SA1323 | Charles Street | 590 | 26 | 86.90 | 200 | 2.65 | VC | 7 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 64,827 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA1623 | Charles Street | 94 | 29 | 55.80 | 200 | 1.89 | VC | 1 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 41,627 |
| SA1777 | Sherbourne Street | ST13 | 164 | 32.10 | 200 | 1.49 | VC | 3 | 1925 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 23,947 |
| SA0023 | Seymour Street | 104 | 21 | 62.50 | 200 | 2.38 | VC | 5 | 1929 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 46,625 |
| SA0027 | Seymour Street | 105 | 104 | 53.90 | 200 | 2.50 | VC | 9 | 1929 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 40,209 |
| SA0769 | Easement | 296 | 296A | 23.00 | 250 | 3.00 | VC | 0 | 1929 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 18,607 |
| SA0771 | Easement | 296A | 296B | 22.00 | 250 | 3.00 | VC | 1 | 1929 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 17,798 |
| SA0773 | Easement | 296B | 230 | 28.00 | 250 | 3.00 | VC | 1 | 1929 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 22,652 |
| SA0835 | Ward Street | 313 | 314 | 53.60 | 250 | 6.44 | VC | 2 | 1929 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 43,362 |
| SA0837 | Ward Street | 314 | 315 | 160.90 | 300 | 4.23 | VC | 4 | 1929 | 75 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2025 | 140,305 |
| SA0839 | Ward Street | 315 | 442 | 158.37 | 600 | 2.09 | VC | 15 | 1929 | 75 | 0% | 5 | 5 | 25 | 2016 | 2025 | 188,302 |
| SA0847 | Ward Street | 317 | 317A | 44.98 | 600 | 2.39 | VC | 2 | 1929 | 75 | 0% | 5 | 5 | 25 | 2016 | 2025 | 53,481 |
| SA0849 | Ward Street | 317A | 321 | 82.97 | 600 | 1.87 | VC | 12 | 1929 | 75 | 0% | 5 | 5 | 25 | 2016 | 2025 | 98,651 |
| SA0865 | Ward Street | 321 | 322A | 95.59 | 600 | 2.41 | VC | 5 | 1929 | 75 | 0% | 5 | 5 | 25 | 2016 | 2025 | 113,657 |
| SA0867 | Ward Street | 322 | 323 | 77.50 | 600 | 1.06 | VC | 2 | 1929 | 75 | 0% | 5 | 5 | 25 | 2016 | 2025 | 92,148 |
| SA1135 | Ward Street | 442 | 317 | 131.00 | 600 | 2.13 | VC | 2 | 1929 | 75 | 0% | 5 | 5 | 25 | 2016 | 2025 | 155,759 |
| SA1889 | Ward Street | 322A | 322 | 33.16 | 600 | 3.00 | VC | 1 | 1929 | 75 | 0% | 5 | 5 | 25 | 2016 | 2025 | 39,427 |
| SA0019 | Pine Street | 103 | 22 | 114.00 | 225 | 2.34 | VC | 1 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 92,226 |
| SA0041 | Craig Street | 107A | 107 | 24.00 | 200 | 1.34 | VC | 5 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 17,904 |
| SA0043 | Craig Street | 107B | 107A | 25.00 | 200 | 3.00 | VC | 2 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 18,650 |
| SA0211 | South Street | 15B | 15A | 64.00 | 150 | 3.00 | VC | 2 | 1930 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2025 | 47,744 |
| SA0213 | South Street | 15C | 15B | 70.00 | 150 | 3.00 | VC | 7 | 1930 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2025 | 52,220 |
| SA0329 | Easement | 190 | 191 | 50.00 | 250 | 1.34 | VC | 1 | 1930 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 40,450 |
| SA0331 | Easement | 190A | 190 | 35.00 | 250 | 1.47 | VC | 1 | 1930 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 28,315 |
| SA0761 | Hope Street | 294B | 442 | 37.65 | 200 | 1.33 | VC | 0 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 28,087 |
| SA0801 | Hope Street | 304 | 305 | 74.90 | 200 | 2.01 | VC | 2 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 55,875 |
| SA0803 | Hope Street | 304A | 304 | 91.30 | 200 | 1.94 | VC | 6 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 68,110 |
| SA0805 | Hope Street | 304B | 335 | 85.89 | 200 | 3.00 | VC | 7 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 64,074 |
| SA0807 | Hope Street | 304B | 304A | 78.32 | 200 | 3.00 | VC | 10 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 58,427 |
| SA0913 | Hope Street | 334A | 334 | 88.00 | 200 | 2.20 | VC | 8 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 65,648 |
| SA0915 | Hope Street | 334B | 334A | 79.90 | 200 | 3.00 | VC | 11 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 59,605 |
| SA0917 | Hope Street | 335 | 334B | 92.30 | 200 | 2.61 | VC | 9 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 68,856 |
| SA1199 | Chestnut Hill | 514 | 515 | 43.90 | 225 | 3.00 | VC | 9 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 35,515 |
| SA1201 | Craig Street | 515 | 107B | 25.00 | 200 | 3.00 | VC | 1 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 18,650 |
| SA1795 | Victoria Street | ST22 | 94 | 18.30 | 200 | 3.00 | VC | 3 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 13,652 |
| SA1799 | Easement | ST24 | 133 | 4.90 | 150 | 0.93 | VC | 1 | 1930 | 75 | 0% | 5 | 1 | 5 | based on life cycle | 2025 | 3,655 |
| SA1817 | Bush Street | ST4 | 296 | 117.80 | 200 | 2.21 | VC | 10 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 87,879 |
| SA0401 | Eldorado | 214 | 213 | 91.40 | 250 | 2.20 | CON | 0 | 1930 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 73,943 |
| SA0403 | Eldorado | 215 | 214 | 82.30 | 250 | 1.55 | CON | 0 | 1930 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 66,581 |
| SA0405 | Eldorado | 216 | 215 | 134.00 | 250 | 1.13 | CON | 0 | 1930 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 108,406 |
| SA0407 | Eldorado | 217 | 216 | 121.90 | 250 | 0.81 | CON | 0 | 1930 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 98,617 |
| SA0759 | Hope Street N. | 294B | 294 | 80.80 | 200 | 3.00 | CON | 4 | 1930 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 60,277 |
| SA0881 | Elgin Street | 327 | 333 | 69.20 | 200 | 2.05 | VC | 4 | 1935 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 51,623 |
| SA0473 | Caroline Street | 238 | 237 | 116.10 | 250 | 2.97 | VC | 11 | 1940 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 93,925 |
| SA0475 | Caroline Street | 239 | 238 | 124.10 | 250 | 2.33 | VC | 11 | 1940 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 100,397 |
| SA0841 | Elgin Street | 316 | 315 | 127.40 | 200 | 1.61 | VC | 4 | 1940 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 95,040 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0843 | Elgin Street | 316A | 316 | 84.60 | 200 | 1.15 | VC | 7 | 1940 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 63,112 |
| SA0845 | Elgin Street | 316B | 316A | 24.40 | 200 | 3.00 | VC | 9 | 1940 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 18,202 |
| SA0863 | Princess Street | 320 | 317 | 2.10 | 300 | 1.81 | VC | 0 | 1940 | 75 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2025 | 1,831 |
| SA0471 | Martha Street | 237 | 236 | 92.70 | 250 | 2.76 | CON | 3 | 1940 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2025 | 74,994 |
| SA0483 | Caroline Street | 240 | 239 | 122.50 | 200 | 1.83 | CON | 16 | 1940 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 91,385 |
| SA0335 | Harris Street | 193 | 194 | 122.40 | 200 | 2.79 | VC | 13 | 1944 | 75 | 4% | 4 | 2 | 8 | based on life cycle | 2025 | 91,310 |
| SA0337 | Harris Street | 194 | 440 | 47.50 | 200 | 2.13 | VC | 2 | 1944 | 75 | 4% | 4 | 2 | 8 | based on life cycle | 2025 | 35,435 |
| SA1133 | Harris Street | 440 | 439 | 11.28 | 200 | 2.73 | VC | 0 | 1944 | 75 | 4% | 4 | 2 | 8 | based on life cycle | 2025 | 8,415 |
| SA1621 | Charles Street | 93 | S16 | 45.40 | 250 | 2.00 | VC | 4 | 1944 | 75 | 4% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 36,729 |
| SA1807 | Hope Street N. | ST28 | 276 | 38.10 | 200 | 3.00 | VC | 0 | 1944 | 75 | 4% | 4 | 2 | 8 | based on life cycle | 2025 | 28,423 |
| SA1827 | Harris Street | ST9 | 193 | 30.00 | 200 | 3.23 | VC | 2 | 1944 | 75 | 4% | 4 | 2 | 8 | based on life cycle | 2025 | 22,380 |
| SA0313 | Augusta Street | 188-1 | 424 | 60.40 | 250 | 2.38 | CON | 6 | 1944 | 75 | 4% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 48,864 |
| SA0977 | Shuter Street | 356 | 356A | 30.50 | 250 | 3.22 | CON | 1 | 1944 | 75 | 4% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 24,675 |
| SA0979 | Shuter Street | 356A | 357 | 72.90 | 250 | 2.33 | CON | 9 | 1944 | 75 | 4% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 58,976 |
| SA0981 | Shuter Street | 357 | 358 | 76.80 | 250 | 2.38 | CON | 6 | 1944 | 75 | 4% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 62,131 |
| SA0983 | Shuter Street | 358 | 359 | 100.60 | 300 | 2.20 | CON | 11 | 1944 | 75 | 4% | 4 | 4 | 16 | 2015 to 2019 | 2025 | 87,723 |
| SA0985 | Shuter Street | 359 | 352 | 52.70 | 300 | 2.29 | CON | 2 | 1944 | 75 | 4% | 4 | 4 | 16 | 2015 to 2019 | 2025 | 45,954 |
| SA0995 | Caldwell Street | 362 | 363 | 70.70 | 200 | 2.73 | CON | 5 | 1944 | 75 | 4% | 4 | 2 | 8 | based on life cycle | 2025 | 52,742 |
| SA0997 | Caldwell Street | 363 | 361 | 53.60 | 200 | 2.96 | CON | 2 | 1944 | 75 | 4% | 4 | 2 | 8 | based on life cycle | 2025 | 39,986 |
| SA0005 | Hill Street | 100 | 101 | 56.40 | 150 | 1.80 | VC | 3 | 1945 | 75 | 5% | 4 | 1 | 4 | based on life cycle | 2025 | 42,074 |
| SA0011 | Hill Street | 101 | 23 | 64.60 | 200 | 0.97 | VC | 2 | 1945 | 75 | 5% | 4 | 2 | 8 | based on life cycle | 2025 | 48,192 |
| SA0201 | Victoria Street | 155 | 156 | 20.70 | 200 | 2.43 | VC | 2 | 1947 | 75 | 8% | 4 | 2 | 8 | based on life cycle | 2025 | 15,442 |
| SA0203 | Victoria Street | 156 | S18 | 61.00 | 200 | 2.16 | VC | 3 | 1947 | 75 | 8% | 4 | 2 | 8 | based on life cycle | 2025 | 45,506 |
| SA0683 | Percival Street | 72 | 43 | 71.90 | 250 | 2.55 | VC | 3 | 1947 | 75 | 8% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 58,167 |
| SA0703 | Percival Street | 75 | 72 | 67.10 | 250 | 2.48 | VC | 4 | 1947 | 75 | 8% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 54,284 |
| SA0955 | Peter Street | 348 | 349A | | 250 | 3.32 | VC | 0 | 1947 | 75 | 8% | 4 | 3 | 12 | 2020 to 2024 | 2025 | - |
| SA0957 | Peter Street | 349 | 350 | | 250 | 2.79 | VC | 4 | 1947 | 75 | 8% | 4 | 3 | 12 | 2020 to 2024 | 2025 | - |
| SA0959 | Peter Street | 349A | 349 | | 250 | 2.69 | VC | 0 | 1947 | 75 | 8% | 4 | 3 | 12 | 2020 to 2024 | 2025 | - |
| SA0961 | Peter Street | 349B | 349A | 15.20 | 200 | 3.00 | VC | 0 | 1947 | 75 | 8% | 4 | 2 | 8 | based on life cycle | 2025 | 11,339 |
| SA0965 | Peter Street | 350 | 351 | | 250 | 2.70 | VC | 2 | 1947 | 75 | 8% | 4 | 3 | 12 | 2020 to 2024 | 2025 | - |
| SA0967 | Peter Street | 351 | 345 | | 250 | 3.59 | VC | 9 | 1947 | 75 | 8% | 4 | 3 | 12 | 2020 to 2024 | 2025 | - |
| SA1095 | Peter Street | 426 | 350 | 47.20 | 200 | 2.55 | VC | 1 | 1947 | 75 | 8% | 4 | 2 | 8 | based on life cycle | 2025 | 35,211 |
| SA1819 | Peter Street | ST5 | 349B | 24.40 | 200 | 2.85 | VC | 1 | 1947 | 75 | 8% | 4 | 2 | 8 | based on life cycle | 2025 | 18,202 |
| SA0125 | Hagerman Street | 131 | 132 | 39.00 | 200 | 3.89 | VC | 4 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 29,094 |
| SA0127 | Hagerman Street | 131A | 131 | 82.30 | 200 | 3.67 | VC | 12 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 61,396 |
| SA0129 | Hagerman Street | 132 | 130 | 10.70 | 200 | 1.30 | VC | 0 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 7,982 |
| SA0481 | Bruton Lane | 24 | 24A | 75.00 | 200 | 1.67 | VC | 7 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 55,950 |
| SA0485 | Caroline Street | 241 | 240 | 63.10 | 200 | 2.41 | VC | 4 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 47,073 |
| SA0487 | Ontario Street | 242 | 241 | 105.50 | 250 | 3.37 | VC | 5 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 85,350 |
| SA0503 | Alfred Street | 247 | 246 | 88.10 | 200 | 2.80 | VC | 4 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 65,723 |
| SA0513 | Bruton Lane | 24A | 24B | 100.00 | 200 | 3.00 | VC | 8 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 74,600 |
| SA0515 | Bruton Lane | 24B | 23 | 77.00 | 200 | 3.00 | VC | 8 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 57,442 |
| SA0521 | Ontario Street | 250 | 249 | 72.50 | 250 | 3.68 | VC | 0 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 58,653 |
| SA0523 | Ontario Street | 251 | 250 | 73.50 | 250 | 4.22 | VC | 5 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 59,462 |
| SA0545 | Ontario Street | 256 | 249 | 79.20 | 200 | 4.17 | VC | 7 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 59,083 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0621 | Lavinia Street | 82 | 41 | 71.00 | 200 | 2.57 | VC | 5 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 52,966 |
| SA0623 | Lavinia Court | 83 | 82 | 41.00 | 200 | 2.41 | VC | 6 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 30,586 |
| SA0625 | Fraser Street | 84 | 40 | 104.20 | 200 | 2.26 | VC | 12 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 77,733 |
| SA0699 | Percival Court N. | 73 | 72 | 55.06 | 200 | 2.44 | VC | 8 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 41,075 |
| SA0701 | Percival Court S. | 74 | 72 | 39.30 | 200 | 2.41 | VC | 6 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 29,318 |
| SA0811 | King Street (Objec | 307 | 306 | | 150 | 5.01 | VC | 10 | 1949 | 75 | 11% | 4 | 1 | 4 | based on life cycle | 2025 | - |
| SA0813 | King Street (Objec | 308 | 307 | | 150 | 2.23 | VC | 7 | 1949 | 75 | 11% | 4 | 1 | 4 | based on life cycle | 2025 | - |
| SA1057 | Fraser Street | 39 | 38 | 100.80 | 250 | 2.18 | AC | 5 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 81,547 |
| SA1073 | Fraser Street | 40 | 39 | 52.80 | 250 | 2.34 | AC | 7 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 42,715 |
| SA1089 | Lavinia Street | 423 | 82 | 33.80 | 200 | 2.11 | VC | 6 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 25,215 |
| SA1093 | Easement | 425 | 178 | 47.50 | 200 | 1.74 | VC | 1 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 35,435 |
| SA1111 | Bruton Lane | 436 | 95 | 82.50 | 200 | 1.71 | VC | 5 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 61,545 |
| SA1603 | Victoria Street | 76 | 75 | 87.50 | 250 | 2.29 | AC | 8 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 70,788 |
| SA1605 | Victoria Street | 77 | 75 | 121.90 | 250 | 2.73 | AC | 4 | 1949 | 75 | 11% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 98,617 |
| SA1607 | Victoria Street | 78 | 77 | 101.20 | 200 | 2.56 | VC | 5 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 75,495 |
| SA1615 | Arthur Street | 90 | 91 | 28.64 | 200 | 1.85 | VC | 2 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 21,365 |
| SA1617 | Arthur Street | 91 | 92 | 101.80 | 200 | 2.16 | VC | 14 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 75,943 |
| SA1619 | Arthur Street | 92 | 36 | 53.00 | 200 | 2.16 | VC | 4 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 39,538 |
| SA1625 | Bruton Lane | 95 | 96 | 104.20 | 200 | 1.54 | VC | 10 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 77,733 |
| SA1627 | Bruton Lane | 96 | 24 | 76.20 | 200 | 1.41 | VC | 7 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 56,845 |
| SA1785 | Easement | ST17 | 425 | 44.20 | 200 | 2.77 | VC | 0 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 32,973 |
| SA1791 | Fraser Street | ST20 | 84 | 15.80 | 150 | 1.97 | VC | 3 | 1949 | 75 | 11% | 4 | 1 | 4 | based on life cycle | 2025 | 11,787 |
| SA1797 | Bruton Lane | ST23 | 436 | 52.80 | 200 | 1.20 | VC | 5 | 1949 | 75 | 11% | 4 | 2 | 8 | based on life cycle | 2025 | 39,389 |
| SA0015 | Laneway | 102 | 101 | 36.90 | 150 | 1.71 | VC | 5 | 1950 | 75 | 12% | 4 | 1 | 4 | based on life cycle | 2025 | 27,527 |
| SA0505 | Alfred Street | 247A | 247 | 45.80 | 200 | 2.94 | VC | 4 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 34,167 |
| SA0507 | Oxford Street | 248 | 247 | 52.00 | 250 | 2.77 | VC | 4 | 1950 | 75 | 12% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 42,068 |
| SA0509 | Oxford Street | 248A | 248 | 35.00 | 250 | 3.14 | VC | 5 | 1950 | 75 | 12% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 28,315 |
| SA0511 | Oxford Street | 249 | 248A | 40.00 | 250 | 4.58 | VC | 2 | 1950 | 75 | 12% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 32,360 |
| SA0547 | Brunswick Avenue | 257 | 258 | 112.20 | 200 | 2.64 | VC | 12 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 83,701 |
| SA0549 | Alfred Street | 258 | 247A | 45.00 | 200 | 3.12 | VC | 3 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 33,570 |
| SA0551 | Orchard Street | 259 | 260 | 112.20 | 200 | 2.68 | VC | 12 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 83,701 |
| SA0561 | Alfred Street | 260 | 258 | 92.70 | 200 | 3.41 | VC | 6 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 69,154 |
| SA0563 | Alfred Street | 261 | 260 | 93.00 | 200 | 2.73 | VC | 2 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 69,378 |
| SA0571 | Clovelly Street | 262 | 261 | 108.80 | 200 | 1.89 | VC | 12 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 81,165 |
| SA0641 | DeBlaquire Street | 269 | 270 | 95.10 | 200 | 5.16 | VC | 3 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 70,945 |
| SA0749 | Young Street | 291 | 292 | 155.80 | 200 | 2.05 | VC | 11 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 116,227 |
| SA0751 | Young Street | 292 | 232 | 67.10 | 200 | 2.11 | VC | 1 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 50,057 |
| SA0779 | Easement | 299 | 229 | 66.80 | 250 | 1.74 | VC | 0 | 1950 | 75 | 12% | 4 | 3 | 12 | 2020 to 2024 | 2025 | 54,041 |
| SA0829 | Ward Street | 310A | 312 | 54.00 | 225 | 3.07 | VC | 3 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 43,686 |
| SA0883 | Francis Street | 328 | 329 | 89.30 | 200 | 1.93 | VC | 6 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 66,618 |
| SA0919 | Francis Street | 335A | 335 | 109.70 | 200 | 2.56 | VC | 7 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 81,836 |
| SA0943 | King Street | 342A | 342 | 25.00 | 225 | 2.19 | VC | 5 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 20,225 |
| SA0951 | Peter Street | 346 | 347 | | 200 | 3.21 | VC | 0 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | - |
| SA0953 | Peter Street | 347 | 348 | | 250 | 3.36 | VC | 1 | 1950 | 75 | 12% | 4 | 3 | 12 | 2020 to 2024 | 2025 | - |
| SA1085 | Easement | 421 | 21 | 19.80 | 150 | 1.58 | VC | 2 | 1950 | 75 | 12% | 4 | 1 | 4 | based on life cycle | 2025 | 14,771 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA1775 | Easement | ST11 | 372 | 19.11 | 200 | 3.02 | VC | 1 | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 14,256 |
| SA1325 | Trafalgar Street | 592 | 162 | 111.56 | 200 | 2.44 | VC | 7 | 1951 | 75 | 13% | 4 | 2 | 8 | based on life cycle | 2026 | 83,224 |
| SA1327 | Trafalgar Street | 593 | 592 | 56.52 | 200 | 3.00 | VC | 4 | 1951 | 75 | 13% | 4 | 2 | 8 | based on life cycle | 2026 | 42,164 |
| SA0495 | Helm Street | 245A | 245 | 46.50 | 250 | 3.10 | VC | 0 | 1952 | 75 | 15% | 4 | 3 | 12 | 2020 to 2024 | 2027 | 37,619 |
| SA0971 | Hope Street | 353 | 354 | 54.60 | 250 | 3.48 | VC | 0 | 1952 | 75 | 15% | 4 | 3 | 12 | 2020 to 2024 | 2027 | 44,171 |
| SA0973 | Hope Street | 354 | 355 | 60.00 | 250 | 5.16 | VC | 0 | 1952 | 75 | 15% | 4 | 3 | 12 | 2020 to 2024 | 2027 | 48,540 |
| SA0747 | Young Street | 290 | 291 | 129.50 | 200 | 1.98 | PVC | 15 | 1952 | 75 | 15% | 4 | 2 | 8 | based on life cycle | 2027 | 96,607 |
| SA0975 | Shuter Street | 355 | 356 | 97.20 | 250 | 4.55 | CON | 1 | 1952 | 75 | 15% | 4 | 3 | 12 | 2020 to 2024 | 2027 | 78,635 |
| SA0537 | Oxford Street | 254 | 249 | 66.40 | 250 | 5.12 | VC | 5 | 1953 | 75 | 16% | 4 | 3 | 12 | 2020 to 2024 | 2028 | 53,718 |
| SA0541 | Oxford Street | 255 | 254 | 64.60 | 250 | 4.26 | VC | 3 | 1953 | 75 | 16% | 4 | 3 | 12 | 2020 to 2024 | 2028 | 52,261 |
| SA0651 | Croft Street | 271 | 428 | 67.40 | 200 | 2.06 | VC | 4 | 1953 | 75 | 16% | 4 | 2 | 8 | based on life cycle | 2028 | 50,280 |
| SA1097 | Croft Street | 428 | 270 | 44.80 | 200 | 4.57 | VC | 1 | 1953 | 75 | 16% | 4 | 2 | 8 | based on life cycle | 2028 | 33,421 |
| SA0619 | Highland Drive | 80 | 79 | 118.60 | 250 | 2.61 | AC | 4 | 1954 | 75 | 17% | 4 | 3 | 12 | 2020 to 2024 | 2029 | 95,947 |
| SA0653 | Elgin Street | 273 | 273A | 49.60 | 200 | 3.33 | VC | 7 | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 37,002 |
| SA0655 | Elgin Street | 273A | 274 | 40.00 | 200 | 3.64 | VC | 5 | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 29,840 |
| SA0657 | Elgin Street | 274 | 272 | 91.50 | 200 | 3.70 | VC | 7 | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 68,259 |
| SA0659 | Hope Street N. | 275 | 438 | 66.30 | 200 | 3.00 | VC | 2 | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 49,460 |
| SA0725 | Elgin Street | 284A | 284 | 50.75 | 200 | 2.80 | VC | 3 | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 37,860 |
| SA1113 | Hope Street | 437 | 280 | 63.70 | 200 | 2.43 | VC | 10 | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 47,520 |
| SA1115 | Hope Street | 438 | 437 | 61.00 | 200 | 2.00 | VC | 4 | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 45,506 |
| SA1609 | Highland Drive | 79 | 77 | 116.70 | 250 | 3.15 | AC | 0 | 1954 | 75 | 17% | 4 | 3 | 12 | 2020 to 2024 | 2029 | 94,410 |
| SA1691 | Charles Street | S30 | 29 | 53.00 | 300 | 2.42 | AC | 2 | 1954 | 75 | 17% | 4 | 4 | 16 | 2015 to 2019 | 2029 | 46,216 |
| SA0745 | Charles Street | 29 | 28 | 108.00 | 200 | 1.91 | CON | 7 | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 80,568 |
| SA0923 | Princess Street | 337 | 338 | 91.10 | 250 | 2.84 | VC | 9 | 1955 | 75 | 19% | 4 | 3 | 12 | 2020 to 2024 | 2030 | 73,700 |
| SA0927 | Princess Street | 338 | 339 | 92.70 | 250 | 3.15 | VC | 11 | 1955 | 75 | 19% | 4 | 3 | 12 | 2020 to 2024 | 2030 | 74,994 |
| SA0929 | Princess Street | 339 | 336 | 78.00 | 250 | 3.48 | VC | 6 | 1955 | 75 | 19% | 4 | 3 | 12 | 2020 to 2024 | 2030 | 63,102 |
| SA1143 | Ralston Drive | 45A | 45 | 55.00 | 250 | 4.28 | AC | 4 | 1955 | 75 | 19% | 4 | 3 | 12 | 2020 to 2024 | 2030 | 44,495 |
| SA1147 | Ralston Drive | 46 | 45A | 85.00 | 250 | 4.08 | AC | 7 | 1955 | 75 | 19% | 4 | 3 | 12 | 2020 to 2024 | 2030 | 68,765 |
| SA1331 | Ralston Drive | 60 | 45 | 120.70 | 250 | 3.98 | AC | 10 | 1955 | 75 | 19% | 4 | 3 | 12 | 2020 to 2024 | 2030 | 97,646 |
| SA1353 | Ralston Drive | 61 | 60 | 141.40 | 250 | 2.41 | AC | 10 | 1955 | 75 | 19% | 4 | 3 | 12 | 2020 to 2024 | 2030 | 114,393 |
| SA1667 | Charles Street | S19 | S30 | 59.76 | 300 | 2.15 | AC | 2 | 1955 | 75 | 19% | 4 | 4 | 16 | 2015 to 2019 | 2030 | 52,111 |
| SA1809 | Princess Street | ST29 | 337 | 14.60 | 150 | 2.08 | VC | 2 | 1955 | 75 | 19% | 4 | 1 | 4 | based on life cycle | 2030 | 10,892 |
| SA0573 | Easement | 263 | 243 | 42.70 | 200 | 3.24 | VC | 0 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 31,854 |
| SA0575 | Easement | 264 | 263 | 30.50 | 200 | 2.75 | VC | 1 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 22,753 |
| SA0577 | Easement | 265 | 264 | 15.20 | 200 | 2.51 | VC | 3 | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 11,339 |
| SA0579 | Easement | 266 | 265 | 26.00 | 150 | 1.40 | VC | 0 | 1956 | 75 | 20% | 4 | 1 | 4 | based on life cycle | 2031 | 19,396 |
| SA0791 | McCaul Street | 300 | 301 | 44.80 | 150 | 2.80 | VC | 4 | 1956 | 75 | 20% | 4 | 1 | 4 | based on life cycle | 2031 | 33,421 |
| SA0969 | Shuter Street | 352 | 219 | 100.00 | 250 | 2.97 | VC | 3 | 1956 | 75 | 20% | 4 | 3 | 12 | 2020 to 2024 | 2031 | 80,900 |
| SA0999 | Highway #2 | 364 | 365 | 75.00 | 300 | 1.89 | VC | 2 | 1956 | 75 | 20% | 4 | 4 | 16 | 2015 to 2019 | 2031 | 65,400 |
| SA1001 | Highway #2 | 365 | 366 | 82.60 | 300 | 1.94 | VC | 0 | 1956 | 75 | 20% | 4 | 4 | 16 | 2015 to 2019 | 2031 | 72,027 |
| SA1003 | Highway #2 | 366 | 367 | 89.90 | 300 | 2.47 | VC | 0 | 1956 | 75 | 20% | 4 | 4 | 16 | 2015 to 2019 | 2031 | 78,393 |
| SA1005 | Highway #2 | 367 | 368 | 98.80 | 300 | 3.08 | VC | 1 | 1956 | 75 | 20% | 4 | 4 | 16 | 2015 to 2019 | 2031 | 86,154 |
| SA1007 | Highway #2 | 368 | 369 | 93.90 | 300 | 3.23 | VC | 0 | 1956 | 75 | 20% | 4 | 4 | 16 | 2015 to 2019 | 2031 | 81,881 |
| SA1009 | Highway #2 | 369 | 370 | 18.87 | 300 | 3.91 | VC | 0 | 1956 | 75 | 20% | 4 | 4 | 16 | 2015 to 2019 | 2031 | 16,455 |
| SA1015 | Highway #2 | 371 | 370 | 96.00 | 300 | 3.86 | VC | 0 | 1956 | 75 | 20% | 4 | 4 | 16 | 2015 to 2019 | 2031 | 83,712 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA1017 | Highway #2 | 372 | 371 | 109.00 | 300 | 3.28 | VC | 1 | 1956 | 75 | 20% | 4 | 4 | 16 | 2015 to 2019 | 2031 | 95,048 |
| SA1027 | Hope Street | 378 | 379 | 104.50 | 450 | 2.35 | VC | 0 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 113,696 |
| SA1485 | Freeman Drive | 67 | 62 | 120.70 | 250 | 4.64 | AC | 8 | 1956 | 75 | 20% | 4 | 3 | 12 | 2020 to 2024 | 2031 | 97,646 |
| SA0635 | Hillcrest Drive | 88 | 37 | 110.30 | 250 | 2.75 | CON | 7 | 1956 | 75 | 20% | 4 | 3 | 12 | 2020 to 2024 | 2031 | 89,233 |
| SA0637 | Hillcrest Drive | 89 | 88 | 113.70 | 250 | 2.59 | CON | 12 | 1956 | 75 | 20% | 4 | 3 | 12 | 2020 to 2024 | 2031 | 91,983 |
| SA1061 | Lake Street | 391 | 392 | 224.80 | 600 | 3.00 | STL | 1 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 267,287 |
| SA1063 | Lake Street | 392 | 376 | 80.00 | 600 | 3.00 | STL | 0 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 95,120 |
| SA1029 | Lake Street | 379 | 380 | 83.20 | 450 | 3.33 | VC | 0 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 90,522 |
| SA1035 | Lake Street | 380 | 381 | 82.00 | 450 | 5.23 | VC | 0 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 89,216 |
| SA1037 | Lake Street | 381 | 382 | 76.50 | 450 | 5.52 | VC | 2 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 83,232 |
| SA1039 | Lake Street | 382 | 383 | 79.90 | 450 | 4.80 | VC | 0 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 86,931 |
| SA1041 | Lake Street | 383 | 384 | 82.30 | 450 | 3.77 | VC | 0 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 89,542 |
| SA1043 | Lake Street | 384 | 385 | 77.40 | 450 | 2.86 | VC | 1 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 84,211 |
| SA1045 | Lake Street | 385 | 386 | 82.30 | 450 | 2.15 | VC | 0 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 89,542 |
| SA1047 | Lake Street | 386 | 387 | 96.60 | 600 | 1.38 | CON | 0 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 114,857 |
| SA1049 | Lake Street | 387 | 388 | 96.60 | 600 | 1.81 | CON | 1 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 114,857 |
| SA1051 | Lake Street | 388 | 389 | 96.30 | 600 | 3.42 | CON | 0 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 114,501 |
| SA1053 | Lake Street | 389 | 390 | 88.70 | 600 | 2.59 | CON | 0 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 105,464 |
| SA1059 | Lake Street | 390 | 391 | 88.40 | 600 | 1.12 | CON | 0 | 1956 | 75 | 20% | 4 | 5 | 20 | 2015 to 2019 | 2031 | 105,108 |
| SA0525 | Ontario Street | 251A | 251 | 96.90 | 250 | 4.65 | AC | 3 | 1957 | 75 | 21% | 4 | 3 | 12 | 2020 to 2024 | 2032 | 78,392 |
| SA0533 | Ontario Street | 253 | 252 | 55.40 | 250 | 2.22 | AC | 2 | 1957 | 75 | 21% | 4 | 3 | 12 | 2020 to 2024 | 2032 | 44,819 |
| SA0589 | Jocelyn Street | 55 | 54 | 82.30 | 200 | 2.61 | AC | 4 | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 61,396 |
| SA0609 | Jocelyn Street | 56 | 55 | 80.80 | 200 | 3.01 | AC | 8 | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 60,277 |
| SA1013 | Easement | 370 | 373 | 98.50 | 375 | 4.28 | VC | 0 | 1957 | 75 | 21% | 4 | 4 | 16 | 2015 to 2019 | 2032 | 93,378 |
| SA1019 | Easement | 373 | 374 | 97.20 | 375 | 3.83 | VC | 0 | 1957 | 75 | 21% | 4 | 4 | 16 | 2015 to 2019 | 2032 | 92,146 |
| SA1021 | Easement | 374 | 375 | 48.01 | 375 | 2.99 | VC | 0 | 1957 | 75 | 21% | 4 | 4 | 16 | 2015 to 2019 | 2032 | 45,513 |
| SA1023 | Easement | 375 | PS2 | 19.87 | 375 | 3.00 | VC | 0 | 1957 | 75 | 21% | 4 | 4 | 16 | 2015 to 2019 | 2032 | 18,837 |
| SA1153 | Victoria Street | 47 | 46 | 100.40 | 250 | 2.91 | AC | 4 | 1957 | 75 | 21% | 4 | 3 | 12 | 2020 to 2024 | 2032 | 81,224 |
| SA1159 | Victoria Street | 48 | 47 | 104.20 | 250 | 4.00 | AC | 4 | 1957 | 75 | 21% | 4 | 3 | 12 | 2020 to 2024 | 2032 | 84,298 |
| SA1163 | Moore Drive | 49 | 48 | 81.12 | 200 | 4.29 | AC | 5 | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 60,516 |
| SA1167 | Moore Drive | 50 | 49 | 40.06 | 200 | 3.59 | AC | 4 | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 29,885 |
| SA1189 | Moore Drive | 51 | 50 | 86.70 | 200 | 3.05 | AC | 5 | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 64,678 |
| SA1207 | Moore Drive | 52 | 51 | 60.00 | 200 | 2.57 | AC | 4 | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 44,760 |
| SA1227 | Moore Drive | 53 | 52 | 24.70 | 200 | 2.38 | AC | 2 | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 18,426 |
| SA1249 | Moore Drive | 54 | 53 | 72.50 | 200 | 2.44 | AC | 3 | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 54,085 |
| SA1287 | Gregory Street | 57 | 58 | 61.00 | 200 | 2.94 | AC | 8 | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 45,506 |
| SA1309 | Gregory Street | 58 | 59 | 68.30 | 200 | 2.63 | AC | 5 | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 50,952 |
| SA1321 | Gregory Street | 59 | 51 | 20.40 | 200 | 2.29 | AC | 0 | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 15,218 |
| SA1509 | Freeman Drive | 68 | 67 | 108.20 | 250 | 3.25 | AC | 5 | 1957 | 75 | 21% | 4 | 3 | 12 | 2020 to 2024 | 2032 | 87,534 |
| SA1535 | Freeman Drive | 69 | 62 | 65.00 | 250 | 3.93 | AC | 2 | 1957 | 75 | 21% | 4 | 3 | 12 | 2020 to 2024 | 2032 | 52,585 |
| SA1557 | Freeman Drive | 70 | 69 | 79.80 | 250 | 3.23 | AC | 4 | 1957 | 75 | 21% | 4 | 3 | 12 | 2020 to 2024 | 2032 | 64,558 |
| SA1025 | Lake Street | 376 | PS2 | 27.52 | 600 | 3.00 | STL | 0 | 1957 | 75 | 21% | 4 | 5 | 20 | 2015 to 2019 | 2032 | 32,721 |
| SA0199 | Freeman Drive | 153 | 71 | 45.40 | 250 | 2.05 | AC | 5 | 1958 | 75 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2033 | 36,729 |
| SA0315 | Augusta Street | 188-2 | 166 | 153.30 | 200 | 3.00 | VC | 12 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 114,362 |
| SA0775 | Easement | 297 | 298 | 56.70 | 200 | 2.05 | VC | 8 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 42,298 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0777 | Easement | 298 | 299 | 38.10 | 200 | 1.66 | VC | 1 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 28,423 |
| SA1087 | Heneage Street | 422 | 65 | 73.80 | 250 | 2.54 | AC | 6 | 1958 | 75 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2033 | 59,704 |
| SA1375 | Heneage Street | 62 | 60 | 112.20 | 250 | 3.65 | AC | 4 | 1958 | 75 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2033 | 90,770 |
| SA1397 | Heneage Street | 63 | 62 | 61.60 | 250 | 3.78 | AC | 3 | 1958 | 75 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2033 | 49,834 |
| SA1419 | Heneage Street | 64 | 63 | 60.40 | 250 | 3.41 | AC | 4 | 1958 | 75 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2033 | 48,864 |
| SA1441 | Heneage Street | 65 | 64 | 74.00 | 250 | 3.03 | AC | 6 | 1958 | 75 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2033 | 59,866 |
| SA1583 | Freeman Drive | 71 | 70 | 45.40 | 250 | 2.38 | AC | 0 | 1958 | 75 | 23% | 4 | 3 | 12 | 2020 to 2024 | 2033 | 36,729 |
| SA0155 | Easment | 14 | 13 | 101.20 | 525 | 1.99 | CON | 0 | 1958 | 75 | 23% | 4 | 5 | 20 | 2015 to 2019 | 2033 | 115,773 |
| SA0187 | Easment | 15 | 553 | 14.36 | 525 | 2.11 | CON | 0 | 1958 | 75 | 23% | 4 | 5 | 20 | 2015 to 2019 | 2033 | 16,428 |
| SA1463 | Keith Place | 66 | 64 | 47.20 | 200 | 2.61 | AC | 5 | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 35,211 |
| SA0531 | Ontario Street | 252 | 251A | 40.00 | 250 | 3.17 | AC | 4 | 1959 | 75 | 24% | 4 | 3 | 12 | 2020 to 2024 | 2034 | 32,360 |
| SA0639 | DeBlaquire Street | 268 | 269 | 92.40 | 200 | 4.27 | VC | 3 | 1959 | 75 | 24% | 4 | 2 | 8 | based on life cycle | 2034 | 68,930 |
| SA1103 | Percival Street | 430 | 431 | 71.60 | 200 | 2.50 | VC | 5 | 1960 | 75 | 25% | 4 | 2 | 8 | based on life cycle | 2035 | 53,414 |
| SA1105 | Percival Street | 431 | 432 | 75.60 | 200 | 2.64 | VC | 4 | 1960 | 75 | 25% | 4 | 2 | 8 | based on life cycle | 2035 | 56,398 |
| SA1107 | Percival Street | 432 | 433 | 75.00 | 200 | 2.68 | VC | 4 | 1960 | 75 | 25% | 4 | 2 | 8 | based on life cycle | 2035 | 55,950 |
| SA1109 | Percival Street | 433 | S7A | 40.28 | 200 | 2.59 | VC | 1 | 1960 | 75 | 25% | 4 | 2 | 8 | based on life cycle | 2035 | 30,049 |
| SA0601 | Victoria Street S. | 554 | 162 | 49.40 | 200 | 2.40 | VC | 9 | 1962 | 75 | 28% | 4 | 2 | 8 | based on life cycle | 2037 | 36,852 |
| SA0209 | South Street | 15A | 16 | 93.00 | 150 | 1.43 | VC | 7 | 1963 | 75 | 29% | 4 | 1 | 4 | based on life cycle | 2038 | 69,378 |
| SA0535 | Ontario Street | 253A | 253 | 20.00 | 200 | 3.00 | AC | 0 | 1963 | 75 | 29% | 4 | 2 | 8 | based on life cycle | 2038 | 14,920 |
| SA1333 | Philips Road | 600 | 253a | 74.08 | 200 | 3.00 | VC | 1 | 1963 | 75 | 29% | 4 | 2 | 8 | based on life cycle | 2038 | 55,264 |
| SA0293 | Pine Street | 181 | 180B | 58.00 | 200 | 2.94 | VC | 3 | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 43,268 |
| SA0613 | Queen Street | 7A | 189C | | 375 | 2.26 | VC | 0 | 1964 | 75 | 31% | 3 | 4 | 12 | 2020 to 2024 | 2039 | - |
| SA0617 | Queen Street | 8 | 7A | | 375 | 3.00 | VC | 2 | 1964 | 75 | 31% | 3 | 4 | 12 | 2020 to 2024 | 2039 | - |
| SA1613 | Queen Street | 9 | 8 | | 375 | 3.00 | VC | 10 | 1964 | 75 | 31% | 3 | 4 | 12 | 2020 to 2024 | 2039 | - |
| SA0809 | Hope Street | 305 | 342 | 10.00 | 200 | 0.13 | CON | 0 | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 7,460 |
| SA1783 | Pine Street | ST16 | 134 | 30.00 | 200 | 1.14 | CON | 4 | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 22,380 |
| SA0529 | Rosevear Bouleva | 251B | 251A | 121.60 | 250 | 6.16 | AC | 9 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 98,374 |
| SA0603 | Victoria Street | 555 | 48 | 93.00 | 200 | 3.00 | VC | 8 | 1965 | 75 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 69,378 |
| SA1171 | Trefusis Street | 501 | 502 | 60.10 | 250 | 3.00 | VC | 8 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 48,621 |
| SA1173 | Trefusis Street | 502 | 503 | 74.00 | 250 | 3.00 | VC | 4 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 59,866 |
| SA1175 | Trefusis Street | 503 | 504 | 60.00 | 250 | 3.00 | VC | 4 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 48,540 |
| SA1177 | Trefusis Street | 504 | 67 | 59.70 | 250 | 4.26 | VC | 3 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 48,297 |
| SA1179 | Southby Place | 505 | 503 | 45.70 | 200 | 3.00 | VC | 5 | 1965 | 75 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 34,092 |
| SA1169 | Silver Crescent | 500 | 47 | 76.20 | 200 | 3.00 | AC | 7 | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 56,845 |
| SA1181 | Freeman Drive | 506 | 507 | 48.80 | 200 | 3.00 | VC | 5 | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 36,405 |
| SA1183 | Freeman Drive | 507 | 508 | 48.80 | 200 | 3.00 | VC | 4 | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 36,405 |
| SA1185 | Freeman Drive | 508 | 509 | 48.80 | 200 | 3.00 | VC | 2 | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 36,405 |
| SA1187 | Freeman Drive | 509 | 153 | 51.50 | 200 | 3.00 | VC | 2 | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 38,419 |
| SA1191 | Scriven Boulevard | 510 | 511 | 78.30 | 200 | 3.00 | VC | 9 | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 58,412 |
| SA1193 | Scriven Boulevard | 511 | 512 | 78.30 | 200 | 3.00 | VC | 5 | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 58,412 |
| SA1195 | Scriven Boulevard | 512 | 70 | 78.00 | 200 | 3.00 | VC | 3 | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 58,188 |
| SA0691 | Pidgeon Hill Road | 722 | 723 | 105.50 | 200 | 3.00 | AC | 5 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 78,703 |
| SA0693 | Pidgeon Hill Road | 723 | 724 | 105.50 | 200 | 3.00 | AC | 15 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 78,703 |
| SA0695 | Pidgeon Hill Road | 724 | 725 | 105.50 | 200 | 3.00 | AC | 10 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 78,703 |
| SA0697 | Pidgeon Hill Road | 725 | 108 | 60.40 | 200 | 1.26 | AC | 2 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 45,058 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0431 | Mill Street | 225-1 | 226 | 25.00 | 600 | 1.80 | CON | 1 | 1967 | 75 | 35% | 3 | 5 | 15 | 2020 to 2024 | 2042 | 29,725 |
| SA0433 | Mill Street | 225-2 | 224 | 4.84 | 200 | 2.87 | CON | 0 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 3,611 |
| SA0435 | Mill Street | 226 | 223 | 10.00 | 200 | 1.91 | CON | 0 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 7,460 |
| SA0567 | Alfred Street | 261A | 261 | 49.20 | 200 | 3.00 | CON | 2 | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 36,703 |
| SA0569 | Alfred Street | 261B | 261A | 45.62 | 150 | 3.00 | PVC | 3 | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 34,033 |
| SA0539 | Wellington Street | 255 | 518 | 71.10 | 200 | 3.00 | AC | 1 | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 53,041 |
| SA0593 | Easement | 550A | 519 | 72.50 | 200 | 3.00 | AC | 3 | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 54,085 |
| SA1203 | Pine Street | 516 | 22 | 54.90 | 200 | 1.66 | VC | 1 | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 40,955 |
| SA1205 | Wellington Street | 519 | 520 | 68.60 | 200 | 3.00 | AC | 1 | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 51,176 |
| SA1209 | Wellington Street | 520 | 521 | 60.00 | 200 | 3.00 | AC | 3 | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 44,760 |
| SA1215 | Peter Street | 524 | 347 | 68.60 | 250 | 3.37 | VC | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 55,497 |
| SA1217 | Peter Street | 524A | 524 | 27.70 | 250 | 3.00 | VC | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 22,409 |
| SA1219 | Peter Street | 525 | 524A | 44.30 | 250 | 3.00 | VC | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 35,839 |
| SA1221 | Nelson Street | 525A | 525 | 70.00 | 200 | 3.00 | VC | 1 | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 52,220 |
| SA1839 | Wellington Street | 518 | 519 | 60.00 | 200 | 3.00 | AC | 3 | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 44,760 |
| SA0543 | Easement | 255A | 255 | 62.03 | 200 | 3.62 | CON | 5 | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 46,274 |
| SA0605 | Wellington Street | 559 | 255 | 69.00 | 200 | 3.62 | CON | 2 | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 51,474 |
| SA0607 | Wellington Street | 559A | 559 | 58.50 | 200 | 3.00 | CON | 3 | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 43,641 |
| SA1223 | Peter Street | 526 | 525 | 68.60 | 250 | 3.00 | CON | 1 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 55,497 |
| SA1225 | Peter Street | 527 | 526 | 68.60 | 250 | 3.00 | CON | 6 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 55,497 |
| SA0057 | Ontario Street | 11 | 10 | 100.00 | 525 | 2.55 | VC | 2 | 1969 | 75 | 37% | 3 | 5 | 15 | 2020 to 2024 | 2044 | 114,400 |
| SA0289 | Ross Street | 180A | 180B | 100.00 | 100 | 3.00 | VC | 7 | 1969 | 75 | 37% | 3 | 1 | 3 | based on life cycle | 2044 | 74,600 |
| SA0497 | Helm Street | 245B | 245A | 51.80 | 250 | 3.00 | VC | 7 | 1969 | 75 | 37% | 3 | 3 | 9 | based on life cycle | 2044 | 41,906 |
| SA1197 | Scriven Boulevard | 513 | 61 | 61.00 | 250 | 3.00 | AC | 2 | 1969 | 75 | 37% | 3 | 3 | 9 | based on life cycle | 2044 | 49,349 |
| SA1559 | Scriven Boulevard | 70 | 513 | 51.20 | 250 | 3.00 | AC | 3 | 1969 | 75 | 37% | 3 | 3 | 9 | based on life cycle | 2044 | 41,421 |
| SA0423 | Mill Street | 222 | 221A | 130.00 | 350 | 1.78 | AC | 8 | 1970 | 75 | 39% | 3 | 4 | 12 | 2020 to 2024 | 2045 | 113,360 |
| SA0439 | Mill Street | 227 | 223 | 69.80 | 350 | 3.01 | AC | 7 | 1970 | 75 | 39% | 3 | 4 | 12 | 2020 to 2024 | 2045 | 60,866 |
| SA0441 | Mill Street | 228 | 227 | 117.20 | 250 | 3.57 | VC | 0 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 94,815 |
| SA0443 | Mill Street | 229 | 228 | 84.30 | 250 | 2.35 | VC | 9 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 68,199 |
| SA0451 | Mill Street | 230 | 229 | 31.50 | 250 | 1.98 | VC | 0 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 25,484 |
| SA0665 | Ontario Street | 276A | 276 | 58.04 | 200 | 3.82 | VC | 2 | 1970 | 75 | 39% | 3 | 2 | 6 | based on life cycle | 2045 | 43,298 |
| SA0417 | Mill Street | 220 | 219 | 110.00 | 350 | 1.34 | CON | 4 | 1970 | 75 | 39% | 3 | 4 | 12 | 2020 to 2024 | 2045 | 95,920 |
| SA0419 | Mill Street | 221 | 220 | 97.00 | 350 | 1.74 | CON | 2 | 1970 | 75 | 39% | 3 | 4 | 12 | 2020 to 2024 | 2045 | 84,584 |
| SA0421 | Mill Street | 221A | 221 | 100.00 | 350 | 1.86 | CON | 7 | 1970 | 75 | 39% | 3 | 4 | 12 | 2020 to 2024 | 2045 | 87,200 |
| SA0427 | Mill Street | 223 | 222 | 75.30 | 350 | 2.59 | CON | 2 | 1970 | 75 | 39% | 3 | 4 | 12 | 2020 to 2024 | 2045 | 65,662 |
| SA0429 | Mill Street | 224 | 223 | 60.85 | 200 | 2.27 | CON | 0 | 1970 | 75 | 39% | 3 | 2 | 6 | based on life cycle | 2045 | 45,394 |
| SA0555 | Centennial Drive | 25B | 26B | 53.30 | 250 | 3.00 | AC | 3 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 43,120 |
| SA0645 | Centennial Drive | 26B | 27B | 109.10 | 250 | 3.00 | AC | 7 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 88,262 |
| SA0707 | Centennial Drive | 27B | 28B | 108.10 | 250 | 3.00 | AC | 8 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 87,453 |
| SA0741 | Centennial Drive | 28B | 29B | 108.50 | 250 | 3.00 | AC | 8 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 87,777 |
| SA0783 | Centennial Drive | 29B | 30B | 42.40 | 250 | 3.00 | AC | 4 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 34,302 |
| SA0825 | Centennial Drive | 30B | 31B | 43.30 | 250 | 3.00 | AC | 3 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 35,030 |
| SA0861 | Centennial Drive | 31B | 32B | 45.10 | 250 | 3.00 | AC | 3 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 36,486 |
| SA0899 | Centennial Drive | 32B | 33B | 33.20 | 250 | 3.00 | AC | 3 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 26,859 |
| SA0933 | Centennial Drive | 33B | 34B | 53.00 | 250 | 3.00 | AC | 4 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 42,877 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0963 | Centennial Drive | 34B | 35B | 23.80 | 250 | 3.00 | AC | 0 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 19,254 |
| SA1031 | Crossley Drive | 37B | 26B | 89.00 | 250 | 3.00 | AC | 6 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 72,001 |
| SA1055 | Crossley Drive | 38B | 37B | 89.30 | 250 | 3.00 | AC | 10 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 72,244 |
| SA1065 | Crossley Drive | 39B | 38B | 27.70 | 250 | 3.00 | AC | 5 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 22,409 |
| SA1067 | Crossley Drive | 39B | 40B | 86.90 | 250 | 3.00 | AC | 11 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 70,302 |
| SA1075 | Crossley Drive | 40B | 41B | 110.60 | 250 | 3.00 | AC | 15 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 89,475 |
| SA1077 | Street Andrews Rd | 40B | 48B | 86.60 | 250 | 3.00 | AC | 7 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 70,059 |
| SA1081 | Crossley Drive | 41B | 42B | 110.60 | 250 | 3.00 | AC | 14 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 89,475 |
| SA1099 | Crossley Drive | 42B | 43B | 83.50 | 250 | 3.00 | AC | 13 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 67,552 |
| SA1129 | Crossley Drive | 43B | 44B | 30.80 | 250 | 3.00 | AC | 3 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 24,917 |
| SA1137 | Crossley Drive | 44B | 45B | 43.90 | 250 | 3.00 | AC | 6 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 35,515 |
| SA1145 | Crossley Drive | 45B | 32B | 43.60 | 250 | 3.00 | AC | 2 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 35,272 |
| SA1149 | Calgary Street | 46B | 42B | 61.30 | 250 | 3.00 | AC | 3 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 49,592 |
| SA1151 | Calgary Street | 46B | 29B | 62.20 | 250 | 3.00 | AC | 4 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 50,320 |
| SA1155 | Campbell Street | 47B | 41B | 61.00 | 250 | 3.00 | AC | 6 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 49,349 |
| SA1157 | Campbell Street | 47B | 28B | 86.90 | 250 | 3.00 | AC | 4 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 70,302 |
| SA1161 | Street Andrews Rd | 48B | 27B | 86.60 | 250 | 3.00 | AC | 6 | 1970 | 75 | 39% | 3 | 3 | 9 | based on life cycle | 2045 | 70,059 |
| SA0085 | Ontario Street | 118A | 117 | 25.00 | 200 | 2.41 | VC | 3 | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 18,650 |
| SA1803 | Ontario Street | ST26 | 117 | 15.00 | 200 | 2.27 | VC | 1 | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 11,190 |
| SA0185 | Spicer Street | 14A | 13A | 49.70 | 250 | 3.00 | AC | 2 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 40,207 |
| SA1829 | Easement | 29G | 29F | 75.00 | 200 | 3.00 | AC | 3 | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 55,950 |
| SA1831 | Victoria Street N. | 29F | 29E | 76.20 | 250 | 3.00 | AC | 2 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 61,646 |
| SA1833 | Victoria Street N. | 29E | 29D | 76.20 | 250 | 3.00 | AC | 4 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 61,646 |
| SA1835 | Victoria Street N. | 29D | 29C | 76.20 | 250 | 3.00 | AC | 6 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 61,646 |
| SA0013 | Centennial Drive | 101C | 4D | 15.94 | 250 | 3.00 | AC | 1 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 12,895 |
| SA0055 | Centennial Drive | 10A | 8A | 31.40 | 250 | 3.00 | AC | 1 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 25,403 |
| SA0061 | Centennial Drive | 110C | 2D | 53.40 | 250 | 3.00 | AC | 6 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 43,201 |
| SA0087 | Centennial Drive | 11A | 10A | 40.50 | 250 | 3.00 | AC | 3 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 32,765 |
| SA0119 | Centennial Drive | 12A | 11A | 43.00 | 250 | 3.00 | AC | 3 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 34,787 |
| SA0153 | Centennial Drive | 13A | 12A | 66.40 | 250 | 3.00 | AC | 4 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 53,718 |
| SA0245 | Centennial Drive | 16A | 16B | 70.10 | 250 | 3.00 | AC | 8 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 56,711 |
| SA0247 | Centennial Drive | 16B | 13A | 61.00 | 250 | 3.00 | AC | 5 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 49,349 |
| SA0283 | Payne Crescent | 17A | 12A | 102.00 | 250 | 3.00 | AC | 7 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 82,518 |
| SA0325 | Payne Crescent | 18A | 17A | 101.20 | 250 | 3.00 | AC | 7 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 81,871 |
| SA0349 | Diane Place | 19A | 18A | 82.30 | 250 | 3.00 | AC | 10 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 66,581 |
| SA0379 | Payne Crescent | 20A | 18A | 47.90 | 250 | 3.00 | AC | 3 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 38,751 |
| SA0413 | Payne Crescent | 21A | 20A | 39.60 | 250 | 3.00 | AC | 3 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 32,036 |
| SA0445 | Payne Crescent | 22A | 21A | 43.60 | 250 | 3.00 | AC | 2 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 35,272 |
| SA0447 | Vaughan Avenue | 22B | 22A | 74.70 | 250 | 3.00 | AC | 7 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 60,432 |
| SA0517 | Payne Crescent | 24C | 22A | 102.40 | 250 | 3.00 | AC | 6 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 82,842 |
| SA0553 | Payne Crescent | 25A | 24C | 32.00 | 250 | 3.00 | AC | 2 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 25,888 |
| SA0615 | Centennial Drive | 7B | 6A | 64.00 | 250 | 3.00 | AC | 5 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 51,776 |
| SA0643 | Centennial Drive | 26A | 24A | 51.80 | 250 | 3.00 | AC | 2 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 41,906 |
| SA0705 | Centennial Drive | 27A | 26A | 70.10 | 250 | 3.00 | AC | 5 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 56,711 |
| SA0743 | Centennial Drive | 28C | 27A | 33.50 | 250 | 3.00 | AC | 4 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 27,102 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0781 | Centennial Drive | 29A | 28C | 81.10 | 250 | 3.00 | AC | 5 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 65,610 |
| SA0787 | Centennial Drive | 2D | 25B | 47.80 | 250 | 3.00 | AC | 5 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 38,670 |
| SA0823 | Centennial Drive | 30A | 29A | 59.70 | 250 | 3.00 | AC | 3 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 48,297 |
| SA0859 | Centennial Drive | 31A | 30A | 26.20 | 250 | 3.00 | AC | 1 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 21,196 |
| SA0897 | Centennial Drive | 32A | 31A | 67.10 | 250 | 3.00 | AC | 7 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 54,284 |
| SA0931 | Centennial Drive | 33A | 32A | 61.00 | 250 | 3.00 | AC | 6 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 49,349 |
| SA1069 | Centennial Drive | 3D | 110C | 20.00 | 250 | 3.00 | AC | 2 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 16,180 |
| SA1165 | Centennial Drive | 4D | 3D | 37.20 | 250 | 3.00 | AC | 3 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 30,095 |
| SA1329 | Centennial Drive | 5A | 101C | 65.00 | 250 | 3.00 | AC | 5 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 52,585 |
| SA1553 | Centennial Drive | 6A | 5A | 30.50 | 250 | 3.00 | AC | 2 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 24,675 |
| SA1611 | Centennial Drive | 8A | 7B | 42.70 | 250 | 3.00 | AC | 4 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 34,544 |
| SA1641 | Carol Place | 9A | 8A | 57.90 | 250 | 3.00 | AC | 7 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 46,841 |
| SA1837 | Vaughan Avenue | 29C | 29A | 64.00 | 250 | 3.00 | AC | 2 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 51,776 |
| SA1499 | Kelly Crescent | 676 | 680 | 41.00 | 525 | 3.00 | VC | 2 | 1973 | 75 | 43% | 3 | 5 | 15 | 2020 to 2024 | 2048 | 46,904 |
| SA1501 | Kelly Crescent | 677 | 680 | 9.10 | 200 | 3.00 | VC | 2 | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 6,789 |
| SA1503 | Kelly Crescent | 678 | 677 | 17.60 | 200 | 3.00 | VC | 7 | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 13,130 |
| SA1505 | Kelly Crescent | 678 | 679 | 19.20 | 200 | 3.00 | VC | 5 | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 14,323 |
| SA1507 | Kelly Crescent | 679 | 680A | 16.00 | 200 | 3.00 | VC | 0 | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 11,936 |
| SA1511 | Kelly Crescent | 680 | 680A | 16.40 | 525 | 3.00 | VC | 1 | 1973 | 75 | 43% | 3 | 5 | 15 | 2020 to 2024 | 2048 | 18,762 |
| SA0393 | Hayward Street | 211C | 211D | 11.02 | 200 | 2.77 | CON | 0 | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 8,221 |
| SA0395 | Hayward Street | 211D | 212 | 91.40 | 300 | 2.48 | CON | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 79,701 |
| SA0397 | Hayward Street | 212 | 213 | 67.00 | 300 | 2.55 | CON | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 58,424 |
| SA0399 | Hayward Street | 213 | 2 | 80.00 | 300 | 2.57 | CON | 0 | 1974 | 75 | 44% | 3 | 4 | 12 | 2020 to 2024 | 2049 | 69,760 |
| SA0133 | Pine Street | 134 | 181 | 112.09 | 200 | 3.00 | VC | 5 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 83,619 |
| SA0425 | Walton Street | 222A | 222 | 23.99 | 200 | 1.51 | VC | 1 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 17,897 |
| SA1513 | Easement | 680A | 681 | 52.40 | 525 | 3.00 | VC | 7 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 59,946 |
| SA1515 | Easement | 681 | 682 | 69.80 | 525 | 3.00 | VC | 9 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 79,851 |
| SA1517 | Easement | 682 | 683 | 61.00 | 525 | 3.00 | VC | 0 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 69,784 |
| SA1519 | Easement | 683 | 684 | 24.70 | 525 | 3.00 | VC | 0 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 28,257 |
| SA1521 | Easement | 684 | 688 | 41.60 | 525 | 3.00 | VC | 0 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 47,590 |
| SA1525 | Ward Street | 685B | 685A | 42.00 | 200 | 3.00 | VC | 5 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 31,332 |
| SA1531 | Easement | 688 | 689 | 20.90 | 525 | 3.00 | VC | 0 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 23,910 |
| SA1533 | Easement | 689 | 690 | 68.30 | 525 | 3.00 | VC | 0 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 78,135 |
| SA1537 | Easement | 690 | 691 | 65.20 | 525 | 3.00 | VC | 2 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 74,589 |
| SA1539 | Easement | 691 | 692 | 41.50 | 525 | 3.00 | VC | 0 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 47,476 |
| SA1541 | Easement | 692 | 693 | 41.50 | 525 | 3.00 | VC | 0 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 47,476 |
| SA1543 | Easement | 693 | 694 | 90.30 | 525 | 3.00 | AC | 0 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 103,303 |
| SA1545 | Easement | 694 | 695 | 90.50 | 525 | 3.00 | AC | 0 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 103,532 |
| SA1547 | Easement | 695 | 696 | 92.40 | 525 | 3.00 | AC | 0 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 105,706 |
| SA1549 | Easement | 696 | 697 | 91.90 | 525 | 3.00 | AC | 0 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 105,134 |
| SA1551 | Easement | 697 | 369 | 91.90 | 525 | 3.00 | AC | 2 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 105,134 |
| SA0003 | Walton Street | 10 | 9 | 90.00 | 525 | 2.32 | CON | 15 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 102,960 |
| SA0103 | Ridout Street | 123 | 124 | 63.00 | 300 | 3.74 | CON | 4 | 1975 | 75 | 45% | 3 | 4 | 12 | 2020 to 2024 | 2050 | 54,936 |
| SA0105 | Walton Street | 124 | 126 | 74.00 | 300 | 2.72 | CON | 5 | 1975 | 75 | 45% | 3 | 4 | 12 | 2020 to 2024 | 2050 | 64,528 |
| SA0111 | Walton Street | 126 | 128 | 101.00 | 300 | 1.66 | CON | 14 | 1975 | 75 | 45% | 3 | 4 | 12 | 2020 to 2024 | 2050 | 88,072 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0113 | Walton Street | 127 | 126 | 11.35 | 200 | 1.32 | CON | 4 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 8,467 |
| SA0115 | Walton Street | 128 | 129 | 72.00 | 250 | 1.58 | CON | 4 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 58,248 |
| SA0117 | Walton Street | 129 | 130 | 10.00 | 250 | 1.30 | CON | 2 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 8,090 |
| SA0123 | Walton Street | 130 | 134 | 62.00 | 250 | 1.32 | CON | 1 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 50,158 |
| SA0135 | Walton Street | 134 | 134A | 30.00 | 250 | 1.43 | CON | 4 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 24,270 |
| SA0137 | Walton Street | 134A | 135 | 110.00 | 250 | 1.81 | CON | 8 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 88,990 |
| SA0139 | Walton Street | 135 | 136 | 118.00 | 450 | 2.91 | CON | 12 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 128,384 |
| SA0141 | Walton Street | 136 | 137 | 45.00 | 450 | 2.62 | CON | 5 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 48,960 |
| SA0143 | Walton Street | 136-2 | 10 | 96.00 | 250 | 2.62 | CON | 20 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 77,664 |
| SA0145 | Walton Street | 137 | 138 | 121.90 | 450 | 1.91 | CON | 2 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 132,627 |
| SA0147 | Walton Street | 138 | 222 | 130.00 | 450 | 1.88 | CON | 3 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 141,440 |
| SA0149 | Walton Street | 139 | 138 | 10.00 | 200 | 1.79 | CON | 0 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 7,460 |
| SA0151 | Walton Street | 139 | 115 | 16.40 | 525 | 1.83 | CON | 0 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 18,762 |
| SA1805 | Walton Street | ST27 | 116 | 10.00 | 200 | 0.87 | CON | 0 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 7,460 |
| SA1445 | Stanley Drive | 651 | 652 | 72.80 | 200 | 3.00 | AC | 6 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 54,309 |
| SA1447 | Stanley Drive | 652 | 653 | 74.40 | 200 | 3.00 | AC | 10 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 55,502 |
| SA1449 | Stanley Drive | 653 | 654 | 74.70 | 200 | 3.00 | AC | 10 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 55,726 |
| SA1451 | Stanley Drive | 654 | 655 | 71.30 | 200 | 3.00 | AC | 10 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 53,190 |
| SA1453 | Stanley Drive | 655 | 656 | 29.30 | 200 | 3.00 | AC | 4 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 21,858 |
| SA1455 | Stanley Drive | 656 | 657 | 31.10 | 200 | 3.00 | AC | 0 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 23,201 |
| SA1457 | Peacock Boulevard | 657 | 658 | 46.00 | 450 | 3.00 | VC | 6 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 50,048 |
| SA1459 | Peacock Boulevard | 658 | 659 | 90.50 | 450 | 3.00 | VC | 9 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 98,464 |
| SA1461 | Peacock Boulevard | 659 | 660 | 89.00 | 450 | 3.00 | VC | 10 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 96,832 |
| SA1465 | Peacock Boulevard | 660 | 676 | 67.40 | 525 | 3.00 | VC | 4 | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 77,106 |
| SA1467 | Pochon Avenue | 661 | 662 | 72.50 | 200 | 3.00 | AC | 15 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 54,085 |
| SA1469 | Pochon Avenue | 662 | 666 | 44.50 | 200 | 3.00 | AC | 7 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 33,197 |
| SA1471 | Pochon Avenue | 663 | 664 | 76.80 | 200 | 3.00 | AC | 11 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 57,293 |
| SA1473 | Pochon Avenue | 664 | 665 | 53.30 | 200 | 3.00 | AC | 3 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 39,762 |
| SA1475 | Pochon Avenue | 665 | 666 | 46.60 | 200 | 3.00 | AC | 5 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 34,764 |
| SA1477 | Pochon Avenue | 666 | 667 | 100.30 | 200 | 3.00 | AC | 12 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 74,824 |
| SA1479 | Arthur Mark Drive | 667 | 671 | 68.30 | 200 | 3.00 | AC | 14 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 50,952 |
| SA1481 | Arthur Mark Drive | 668 | 667 | 90.50 | 200 | 3.00 | AC | 9 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 67,513 |
| SA1483 | Arthur Mark Drive | 669 | 668 | 14.30 | 200 | 3.00 | AC | 3 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 10,668 |
| SA1487 | Arthur Mark Drive | 670 | 669 | 62.20 | 200 | 3.00 | AC | 6 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 46,401 |
| SA1489 | Arthur Mark Drive | 671 | 660 | 68.60 | 200 | 3.00 | AC | 5 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 51,176 |
| SA1491 | Peacock Boulevard | 672 | 673 | 70.30 | 200 | 3.00 | AC | 8 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 52,444 |
| SA1493 | Peacock Boulevard | 673 | 674 | 91.90 | 200 | 3.00 | AC | 12 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 68,557 |
| SA1495 | Peacock Boulevard | 674 | 675 | 91.00 | 200 | 3.00 | AC | 18 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 67,886 |
| SA1497 | Peacock Boulevard | 675 | 676 | 57.30 | 200 | 3.00 | VC | 10 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 42,746 |
| SA1523 | Kelly Crescent | 685A | 686A | 91.20 | 200 | 3.00 | VC | 3 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 68,035 |
| SA1527 | Kelly Crescent | 686A | 687A | 87.20 | 200 | 3.00 | VC | 0 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 65,051 |
| SA1529 | Kelly Crescent | 687A | 684 | 75.40 | 200 | 3.00 | VC | 0 | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 56,248 |
| SA1643 | John Street | 9B | 189 | 62.26 | 200 | 1.70 | VC | 3 | 1980 | 75 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 46,446 |
| SA1645 | John Street | 9C | 9B | 18.17 | 200 | 1.80 | VC | 1 | 1980 | 75 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 13,555 |
| SA0007 | Bedford Street | 100A | 111A | 103.50 | 200 | 3.09 | PVC | 8 | 1980 | 75 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 77,211 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0009 | Bedford Street | 100B | 100A | 98.00 | 200 | 3.00 | PVC | 6 | 1980 | 75 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 73,108 |
| SA0339 | Alexander Street | 195 | 439 | 13.46 | 250 | 4.09 | CON | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 10,889 |
| SA0389 | John Street | 211A | 211D | 28.00 | 250 | 2.02 | CON | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 22,652 |
| SA0391 | John Street | 211B | 211A | 43.00 | 250 | 2.81 | CON | 1 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 34,787 |
| SA1117 | Alexander Street | 439 | 439A | 53.92 | 250 | 5.60 | CON | 2 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 43,621 |
| SA1123 | John Street | 439C | 211B | 33.00 | 250 | 2.01 | CON | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 26,697 |
| SA1773 | Easement | ST102 | 203 | 13.25 | 200 | 3.17 | VC | 0 | 1982 | 75 | 55% | 3 | 2 | 6 | based on life cycle | 2057 | 9,885 |
| SA0357 | Marsh Street | 201 | 204 | 72.90 | 150 | 2.52 | CON | 0 | 1982 | 75 | 55% | 3 | 1 | 3 | based on life cycle | 2057 | 54,383 |
| SA0359 | Marsh Street | 202 | 201 | 96.89 | 150 | 2.56 | CON | 0 | 1982 | 75 | 55% | 3 | 1 | 3 | based on life cycle | 2057 | 72,280 |
| SA0365 | Marsh Street | 203A | 203 | 81.80 | 150 | 1.93 | CON | 0 | 1982 | 75 | 55% | 3 | 1 | 3 | based on life cycle | 2057 | 61,023 |
| SA0361 | Choate Street | 202A | 202 | 72.00 | 150 | 2.57 | CON | 5 | 1983 | 75 | 56% | 3 | 1 | 3 | based on life cycle | 2058 | 53,712 |
| SA0363 | Marsh Street | 203 | 202 | 57.34 | 150 | 2.63 | CON | 0 | 1983 | 75 | 56% | 3 | 1 | 3 | based on life cycle | 2058 | 42,776 |
| SA1119 | Alexander Street | 439A | 439B | 66.86 | 250 | 3.00 | CON | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 54,090 |
| SA1121 | Alexander Street | 439B | 439C | 27.00 | 250 | 3.00 | CON | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 21,843 |
| SA1125 | Hayward Street | 439E | 439F | 14.00 | 250 | 3.00 | CON | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 11,326 |
| SA1127 | Hayward Street | 439F | 211D | 71.00 | 250 | 3.00 | CON | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 57,439 |
| SA1693 | Highway #2 | S38 | S1 | 106.00 | 450 | 3.19 | CON | 1 | 1983 | 75 | 56% | 3 | 5 | 15 | 2020 to 2024 | 2058 | 115,328 |
| SA1695 | Highway #2 | S39 | S38 | 78.00 | 450 | 3.00 | CON | 1 | 1983 | 75 | 56% | 3 | 5 | 15 | 2020 to 2024 | 2058 | 84,864 |
| SA1699 | Highway #2 | S40 | S39 | 92.00 | 450 | 3.44 | CON | 0 | 1983 | 75 | 56% | 3 | 5 | 15 | 2020 to 2024 | 2058 | 100,096 |
| SA1701 | Highway #2 | S41 | S40 | 105.00 | 300 | 3.30 | CON | 3 | 1983 | 75 | 56% | 3 | 4 | 12 | 2020 to 2024 | 2058 | 91,560 |
| SA1703 | Highway #2 | S42 | S41 | 105.00 | 300 | 2.84 | CON | 1 | 1983 | 75 | 56% | 3 | 4 | 12 | 2020 to 2024 | 2058 | 91,560 |
| SA1705 | Highway #2 | S43 | S42 | 90.00 | 300 | 3.07 | CON | 0 | 1983 | 75 | 56% | 3 | 4 | 12 | 2020 to 2024 | 2058 | 78,480 |
| SA1707 | Highway #2 | S44 | S43 | 100.00 | 300 | 3.27 | CON | 1 | 1983 | 75 | 56% | 3 | 4 | 12 | 2020 to 2024 | 2058 | 87,200 |
| SA0017 | Hewson Drive | 102C | 101C | 24.50 | 200 | 3.00 | PVC | 1 | 1985 | 75 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 18,277 |
| SA0021 | Hewson Drive | 103C | 102C | 52.50 | 200 | 3.00 | PVC | 6 | 1985 | 75 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 39,165 |
| SA0025 | Hewson Drive | 104C | 103C | 78.50 | 200 | 3.00 | PVC | 10 | 1985 | 75 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 58,561 |
| SA0029 | Hewson Drive | 105C | 104C | 30.00 | 200 | 3.00 | PVC | 5 | 1985 | 75 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 22,380 |
| SA0031 | Hewson Drive | 105C | 106C | 65.00 | 200 | 3.00 | PVC | 6 | 1985 | 75 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 48,490 |
| SA0037 | Hewson Drive | 106C | 107C | 22.00 | 200 | 3.00 | PVC | 4 | 1985 | 75 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 16,412 |
| SA0045 | Hewson Drive | 107C | 108C | 72.50 | 200 | 3.00 | PVC | 6 | 1985 | 75 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 54,085 |
| SA0049 | Hewson Drive | 108C | 109C | 68.50 | 200 | 3.00 | PVC | 6 | 1985 | 75 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 51,101 |
| SA0053 | Hewson Drive | 109C | 110C | 43.50 | 200 | 3.00 | PVC | 0 | 1985 | 75 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 32,451 |
| SA0885 | DeBlaquire Street | 329 | 330 | 73.40 | 250 | 2.51 | PVC | 10 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 59,381 |
| SA0887 | DeBlaquire Street | 329A | 329B | 53.50 | 250 | 3.00 | PVC | 6 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 43,282 |
| SA0889 | DeBlaquire Street | 329B | 329 | 106.00 | 250 | 0.91 | PVC | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 85,754 |
| SA0891 | DeBlaquire Street | 329C | 329B | 37.50 | 200 | 3.00 | PVC | 0 | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 27,975 |
| SA0893 | DeBlaquire Street | 329D | 329B | 58.50 | 250 | 3.00 | PVC | 31 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 47,327 |
| SA0895 | DeBlaquire Street | 329E | 329D | 37.50 | 250 | 3.00 | PVC | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 30,338 |
| SA0901 | DeBlaquire Street | 330 | 331 | 91.60 | 250 | 1.98 | PVC | 7 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 74,104 |
| SA0491 | Hope Street N. | 244 | 245 | 69.22 | 200 | 4.00 | VC | 6 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 51,638 |
| SA0489 | Hope Street N. | 243 | 244 | 100.00 | 200 | 3.73 | PVC | 3 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 74,600 |
| SA0493 | Hope Street N. | 245 | 246A | 32.00 | 250 | 4.31 | PVC | 1 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 25,888 |
| SA0499 | Hope Street N. | 246 | 701 | 5.00 | 250 | 2.67 | PVC | 0 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 4,045 |
| SA0501 | Hope Street N. | 246A | 701 | 16.00 | 250 | 5.85 | PVC | 0 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 12,944 |
| SA0527 | Wellington Street | 251B | 718 | 90.00 | 200 | 6.05 | PVC | 6 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 67,140 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0565 | Alfred Street | 261 | 713 | 4.00 | 200 | 2.07 | PVC | 1 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 2,984 |
| SA0677 | Phillips Road | 717 | 719 | 102.00 | 250 | 3.05 | PVC | 0 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 82,518 |
| SA0679 | Wellington Street | 718 | 719 | 85.00 | 200 | 6.27 | PVC | 4 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 63,410 |
| SA0681 | Phillips Road | 719 | 720 | 60.00 | 250 | 4.34 | PVC | 0 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 48,540 |
| SA0685 | Phillips Road | 720 | 604 | 97.00 | 250 | 4.01 | PVC | 0 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 78,473 |
| SA0687 | Wladyka Park | 721 | 721A | 64.00 | 200 | 3.08 | PVC | 0 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 47,744 |
| SA0689 | Wladyka Park | 721A | 609 | 46.00 | 200 | 3.38 | PVC | 0 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 34,316 |
| SA1301 | Hodgson Street | 576 | 579 | 93.00 | 200 | 5.08 | PVC | 8 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 69,378 |
| SA1307 | Hodgson Street | 579 | 580 | 33.80 | 200 | 5.42 | PVC | 2 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 25,215 |
| SA1311 | Hodgson Street | 580 | 581 | 102.70 | 200 | 4.34 | PVC | 9 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 76,614 |
| SA1313 | Hodgson Street | 581 | 580 | 23.20 | 200 | 5.75 | PVC | 1 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 17,307 |
| SA1335 | Phillips Road | 601 | Tee | 10.00 | 200 | 3.00 | CON | 0 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 7,460 |
| SA1337 | Phillips Road | 602 | 601 | 48.69 | 200 | 3.00 | CON | 1 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 36,323 |
| SA1339 | Phillips Road | 603 | 602 | 53.91 | 200 | 3.00 | CON | 1 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 40,217 |
| SA1341 | Phillips Road | 604 | 605 | 112.00 | 250 | 3.97 | PVC | 0 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 90,608 |
| SA1343 | Phillips Road | 605 | 606 | 108.00 | 250 | 3.61 | PVC | 5 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 87,372 |
| SA1345 | Rose Glen Road | 606 | 607 | 95.00 | 300 | 3.16 | PVC | 0 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 82,840 |
| SA1347 | Rose Glen Road | 607 | 608 | 95.00 | 300 | 3.04 | PVC | 0 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 82,840 |
| SA1349 | Rose Glen Road | 608 | 609 | 97.10 | 300 | 3.31 | PVC | 1 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 84,671 |
| SA1351 | Rose Glen Road | 609 | 610 | 85.60 | 300 | 3.46 | PVC | 1 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 74,643 |
| SA1355 | Rose Glen Road | 610 | 611 | 79.00 | 300 | 3.37 | PVC | 1 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 68,888 |
| SA1377 | Easement | 620 | 626 | 45.10 | 375 | 3.00 | PVC | 4 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 42,755 |
| SA1389 | Easement | 626 | 627 | 72.60 | 375 | 3.00 | PVC | 2 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 68,825 |
| SA1391 | Easement | 627 | 633 | 24.70 | 375 | 3.00 | PVC | 0 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 23,416 |
| SA1561 | Beamish Street | 700 | 246A | 118.00 | 200 | 3.43 | PVC | 9 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 88,028 |
| SA1563 | Hope Street N. | 701 | 704 | 90.00 | 250 | 5.55 | PVC | 5 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 72,810 |
| SA1565 | Bennett Court | 702 | 703 | 32.00 | 200 | 3.60 | PVC | 6 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 23,872 |
| SA1567 | Bennett Court | 703 | 705 | 74.00 | 200 | 4.90 | PVC | 6 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 55,204 |
| SA1569 | Hope Street N. | 704 | 705 | 99.00 | 250 | 5.02 | PVC | 4 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 80,091 |
| SA1571 | Hope Street N. | 705 | 706 | 120.00 | 250 | 5.37 | PVC | 10 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 97,080 |
| SA1573 | Hope Street N. | 706 | 707 | 95.00 | 250 | 3.92 | PVC | 7 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 76,855 |
| SA1575 | Hope Street N. | 707 | 708 | 23.50 | 250 | 4.10 | PVC | 2 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 19,012 |
| SA1577 | Hope Street N. | 708 | 708A | 77.50 | 250 | 2.54 | PVC | 2 | 1988 | 75 | 63% | 2 | 3 | 6 | based on life cycle | 2063 | 62,698 |
| SA1579 | Hope Street N. | 708A | PS3 | 115.00 | 300 | 1.61 | PVC | 2 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 100,280 |
| SA1581 | Walnut Street | 709 | 710 | 72.00 | 200 | 4.06 | PVC | 7 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 53,712 |
| SA1585 | Walnut Street | 710 | 711 | 70.00 | 200 | 2.77 | PVC | 4 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 52,220 |
| SA1587 | Molson Street | 711 | 711A | 96.00 | 200 | 3.29 | PVC | 1 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 71,616 |
| SA1589 | Molson Street | 711A | 708 | 40.50 | 200 | 3.91 | PVC | 3 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 30,213 |
| SA1591 | Molson Street | 712 | 711 | 110.00 | 200 | 3.65 | PVC | 4 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 82,060 |
| SA1593 | Alfred Street | 713 | 713A | 120.00 | 200 | 2.03 | PVC | 3 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 89,520 |
| SA1595 | Alfred Street | 713A | 712 | 17.00 | 200 | 2.42 | PVC | 0 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 12,682 |
| SA1597 | Molson Street | 714 | 712 | 75.00 | 200 | 4.75 | PVC | 6 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 55,950 |
| SA1599 | Mitchell Street | 715 | 714 | 90.00 | 200 | 3.43 | PVC | 1 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 67,140 |
| SA1601 | Mitchell Street | 716 | 715 | 49.00 | 200 | 3.30 | PVC | 1 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 36,554 |
| SA1357 | Peacock Boulevard | 611 | 612 | 63.00 | 300 | 3.37 | PVC | 6 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 54,936 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA1359 | Peacock Boulevard | 612 | 613 | 63.40 | 300 | 3.00 | PVC | 5 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 55,285 |
| SA1361 | Peacock Boulevard | 613 | 614 | 108.50 | 375 | 3.00 | PVC | 14 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 102,858 |
| SA1363 | Peacock Boulevard | 614 | 616 | 63.10 | 375 | 3.00 | PVC | 6 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 59,819 |
| SA1365 | Scott Crescent | 615 | 614 | 47.00 | 200 | 3.00 | PVC | 8 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 35,062 |
| SA1367 | Peacock Boulevard | 616 | 617 | 62.80 | 375 | 3.00 | PVC | 10 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 59,534 |
| SA1369 | Sanders Drive | 617 | 619 | 79.30 | 375 | 3.00 | PVC | 9 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 75,176 |
| SA1371 | Peacock Boulevard | 618 | 617 | 22.90 | 300 | 3.00 | PVC | 4 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 19,969 |
| SA1373 | Sanders Drive | 619 | 620 | 58.50 | 375 | 3.00 | PVC | 4 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 55,458 |
| SA1379 | Sanders Drive | 621 | 622 | 65.50 | 200 | 3.00 | PVC | 11 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 48,863 |
| SA1381 | Sanders Drive | 622 | 623 | 29.30 | 200 | 3.00 | PVC | 4 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 21,858 |
| SA1383 | Sanders Drive | 623 | 624 | 83.80 | 200 | 3.00 | PVC | 11 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 62,515 |
| SA1385 | Sanders Drive | 624 | 625 | 84.50 | 200 | 3.00 | PVC | 19 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 63,037 |
| SA1387 | Sanders Drive | 625 | 620 | 37.20 | 200 | 3.00 | PVC | 2 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 27,751 |
| SA1393 | Peacock Boulevard | 628 | 629 | 52.10 | 375 | 3.00 | PVC | 1 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 49,391 |
| SA1395 | Peacock Boulevard | 629 | 630 | 31.40 | 375 | 3.00 | PVC | 4 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 29,767 |
| SA1399 | Peacock Boulevard | 630 | 631 | 68.60 | 375 | 3.00 | PVC | 9 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 65,033 |
| SA1401 | Peacock Boulevard | 631 | 632 | 68.60 | 375 | 3.00 | PVC | 9 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 65,033 |
| SA1403 | Peacock Boulevard | 632 | 633 | 24.40 | 375 | 3.00 | PVC | 0 | 1988 | 75 | 63% | 2 | 4 | 8 | based on life cycle | 2063 | 23,131 |
| SA1405 | Peacock Boulevard | 633 | 634 | 28.00 | 450 | 3.00 | PVC | 2 | 1988 | 75 | 63% | 2 | 5 | 10 | 2020 to 2024 | 2063 | 30,464 |
| SA1407 | Peacock Boulevard | 634 | 635 | 38.70 | 450 | 3.00 | PVC | 5 | 1988 | 75 | 63% | 2 | 5 | 10 | 2020 to 2024 | 2063 | 42,106 |
| SA1409 | Peacock Boulevard | 635 | 657 | 56.00 | 450 | 3.00 | PVC | 4 | 1988 | 75 | 63% | 2 | 5 | 10 | 2020 to 2024 | 2063 | 60,928 |
| SA1411 | Peacock Boulevard | 636 | 637 | 60.00 | 200 | 3.00 | PVC | 7 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 44,760 |
| SA1413 | Peacock Boulevard | 637 | 638 | 60.40 | 200 | 3.00 | PVC | 9 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 45,058 |
| SA1415 | Peacock Boulevard | 638 | 639 | 85.70 | 200 | 3.00 | PVC | 12 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 63,932 |
| SA1417 | Peacock Boulevard | 639 | 642 | 41.20 | 200 | 3.00 | PVC | 3 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 30,735 |
| SA1421 | Peacock Boulevard | 640 | 641 | 30.00 | 200 | 3.00 | PVC | 10 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 22,380 |
| SA1423 | Peacock Boulevard | 641 | 642 | 35.00 | 200 | 3.00 | PVC | 1 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 26,110 |
| SA1425 | Peacock Boulevard | 642 | 643 | 52.40 | 200 | 3.00 | PVC | 5 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 39,090 |
| SA1427 | Peacock Boulevard | 643 | 644 | 51.20 | 200 | 3.00 | PVC | 9 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 38,195 |
| SA1429 | Peacock Boulevard | 644 | 650 | 38.70 | 200 | 3.00 | PVC | 3 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 28,870 |
| SA1431 | Peacock Boulevard | 645 | 646 | 80.50 | 200 | 3.00 | PVC | 12 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 60,053 |
| SA1433 | Peacock Boulevard | 646 | 647 | 80.00 | 200 | 3.00 | PVC | 15 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 59,680 |
| SA1435 | Peacock Boulevard | 647 | 648 | 107.90 | 200 | 3.00 | PVC | 14 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 80,493 |
| SA1437 | Peacock Boulevard | 648 | 650 | 87.50 | 200 | 3.00 | PVC | 9 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 65,275 |
| SA1439 | Peacock Boulevard | 649 | 648 | 88.10 | 200 | 3.00 | PVC | 15 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 65,723 |
| SA1443 | Peacock Boulevard | 650 | 632 | 86.30 | 200 | 3.00 | PVC | 9 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 64,380 |
| SA0611 | Ravine Drive | 560A | 539 | 36.50 | 200 | 2.68 | PVC | 1 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 27,229 |
| SA1269 | Ravine Drive | 561 | 560A | 50.30 | 200 | 2.67 | PVC | 3 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 37,524 |
| SA1271 | Ravine Drive | 562 | 561 | 48.80 | 200 | 3.67 | PVC | 2 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 36,405 |
| SA1273 | Ravine Drive | 563 | 562 | 52.10 | 200 | 3.56 | PVC | 2 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 38,867 |
| SA1275 | Ravine Drive | 564 | 563 | 35.40 | 200 | 2.62 | PVC | 2 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 26,408 |
| SA1277 | Ravine Drive | 565 | 564 | 35.00 | 200 | 2.82 | PVC | 4 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 26,110 |
| SA1279 | Ravine Drive | 566 | 565 | 61.30 | 200 | 3.36 | PVC | 5 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 45,730 |
| SA1281 | Ravine Drive | 567 | 566 | 50.30 | 200 | 3.49 | PVC | 3 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 37,524 |
| SA1283 | Ravine Drive | 568 | 567 | 26.50 | 200 | 4.16 | PVC | 0 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 19,769 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA1285 | Ravine Drive | 569 | 568 | 32.30 | 200 | 4.33 | PVC | 0 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 24,096 |
| SA1289 | Ravine Drive | 570 | 569 | 33.00 | 200 | 4.43 | PVC | 2 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 24,618 |
| SA1291 | Ravine Drive | 571 | 570 | 35.70 | 200 | 4.27 | PVC | 2 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 26,632 |
| SA1293 | Ravine Drive | 572 | 571 | 37.80 | 200 | 4.18 | PVC | 3 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 28,199 |
| SA1295 | Ravine Drive | 573 | 572 | 37.20 | 200 | 4.49 | PVC | 3 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 27,751 |
| SA1297 | Ravine Drive | 574 | 573 | 51.80 | 200 | 3.77 | PVC | 5 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 38,643 |
| SA1299 | Ravine Drive | 575 | 576 | 37.50 | 200 | 3.37 | PVC | 1 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 27,975 |
| SA1303 | Ravine Drive | 577 | 576 | 30.20 | 200 | 3.73 | PVC | 2 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 22,529 |
| SA1305 | Herbert Place | 578 | 575 | 52.10 | 200 | 3.00 | PVC | 5 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 38,867 |
| SA1315 | Gibson Place | 582 | 568 | 46.60 | 200 | 3.27 | PVC | 5 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 34,764 |
| SA1317 | Lyall Place | 583 | 566 | 58.20 | 200 | 3.83 | PVC | 5 | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 43,417 |
| SA0627 | Lavinia Street | 87 | S9 | 52.00 | 200 | 2.52 | PVC | 0 | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 38,792 |
| SA0989 | Arthur Street | 36 | S13 | 8.00 | 250 | 3.37 | PVC | 0 | 1989 | 75 | 64% | 2 | 3 | 6 | based on life cycle | 2064 | 6,472 |
| SA1011 | Hillcrest Drive | 37 | S12 | 9.00 | 250 | 2.59 | PVC | 0 | 1989 | 75 | 64% | 2 | 3 | 6 | based on life cycle | 2064 | 7,281 |
| SA1033 | Fraser Street | 38 | S11 | 10.00 | 300 | 2.31 | CON | 0 | 1989 | 75 | 64% | 2 | 4 | 8 | based on life cycle | 2064 | 8,720 |
| SA1647 | Toronto Road | S1 | S2 | 113.00 | 450 | 3.66 | CON | 3 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 122,944 |
| SA1649 | Toronto Road | S10 | S11 | 100.00 | 450 | 4.17 | CON | 7 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 108,800 |
| SA1651 | Toronto Road | S11 | S12 | 81.00 | 450 | 3.97 | CON | 3 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 88,128 |
| SA1653 | Toronto Road | S12 | S13 | 84.00 | 450 | 3.43 | CON | 5 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 91,392 |
| SA1655 | Toronto Road | S13 | S14 | 104.00 | 450 | 4.33 | CON | 5 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 113,152 |
| SA1657 | Toronto Road | S14 | S15 | 80.00 | 450 | 3.90 | CON | 6 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 87,040 |
| SA1659 | Toronto Road | S15 | S16 | 68.00 | 450 | 3.90 | CON | 2 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 73,984 |
| SA1661 | Toronto Road | S16 | S17 | 77.00 | 450 | 7.19 | CON | 3 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 83,776 |
| SA1663 | Toronto Road | S17 | S18 | 64.00 | 450 | 6.30 | CON | 2 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 69,632 |
| SA1665 | Toronto Road | S18 | S22 | 27.00 | 450 | 5.97 | CON | 0 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 29,376 |
| SA1669 | Charles Street | S19A | S19 | 21.00 | 300 | 1.80 | CON | 1 | 1989 | 75 | 64% | 2 | 4 | 8 | based on life cycle | 2064 | 18,312 |
| SA1671 | Toronto Road | S1A | S1 | 41.00 | 450 | 3.42 | CON | 2 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 44,608 |
| SA1673 | Toronto Road | S2 | S3 | 100.00 | 450 | 4.20 | CON | 1 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 108,800 |
| SA1675 | Charles Street | S20 | S21 | 77.00 | 200 | 4.15 | CON | 6 | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 57,442 |
| SA1677 | Charles Street | S21 | S16 | 90.00 | 200 | 6.07 | CON | 5 | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 67,140 |
| SA1679 | Victoria Street. S. | S22 | S23 | 63.00 | 450 | 5.17 | CON | 3 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 68,544 |
| SA1681 | Victoria Street. S. | S23 | S24 | 64.00 | 450 | 3.84 | CON | 1 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 69,632 |
| SA1683 | Victoria Street. S. | S24 | S25 | 52.00 | 450 | 2.97 | CON | 1 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 56,576 |
| SA1685 | Victoria Street. S. | S25 | S26 | 58.00 | 450 | 2.52 | CON | 2 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 63,104 |
| SA1689 | Toronto Road | S3 | S4 | 100.00 | 450 | 3.45 | CON | 11 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 108,800 |
| SA1697 | Toronto Road | S4 | S5 | 100.00 | 450 | 3.82 | CON | 2 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 108,800 |
| SA1719 | Toronto Road | S5 | S6 | 100.00 | 450 | 3.89 | CON | 3 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 108,800 |
| SA1737 | Toronto Road | S6 | S7 | 100.00 | 450 | 4.16 | CON | 1 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 108,800 |
| SA1759 | Toronto Road | S7 | S8 | 76.00 | 450 | 3.97 | CON | 1 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 82,688 |
| SA1761 | Percival Street | S7A | S7 | 11.00 | 200 | 2.51 | CON | 0 | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 8,206 |
| SA1763 | Toronto Road | S8 | S9 | 50.00 | 450 | 4.09 | CON | 2 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 54,400 |
| SA1765 | Toronto Road | S9 | S10 | 106.00 | 450 | 3.99 | CON | 3 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 115,328 |
| SA1793 | Toronto Road | ST21 | S1A | 25.00 | 450 | 3.36 | CON | 1 | 1989 | 75 | 64% | 2 | 5 | 10 | 2020 to 2024 | 2064 | 27,200 |
| SA0321 | Augusta Street | 189B | 189C | 91.10 | 600 | 2.86 | CON | 1 | 1990 | 75 | 65% | 2 | 5 | 10 | 2020 to 2024 | 2065 | 108,318 |
| SA0629 | Lavinia Street | 87A | 87 | 21.00 | 200 | 2.83 | PVC | 4 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 15,666 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0631 | Lavinia Street | 87B | 87A | 62.00 | 200 | 3.34 | PVC | 4 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 46,252 |
| SA0633 | Lavinia Street | 87C | 87B | 60.00 | 200 | 3.06 | PVC | 9 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 44,760 |
| SA1709 | Croft Street | S45 | S46 | 36.60 | 200 | 2.99 | PVC | 0 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 27,304 |
| SA1711 | Croft Street | S46 | S47 | 91.50 | 200 | 2.85 | PVC | 0 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 68,259 |
| SA1713 | Croft Street | S47 | S48 | 91.50 | 200 | 3.09 | PVC | 1 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 68,259 |
| SA1715 | Croft Street | S48 | S49 | 91.50 | 200 | 3.23 | PVC | 0 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 68,259 |
| SA1717 | Croft Street | S49 | S50 | 82.30 | 200 | 3.84 | PVC | 0 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 61,396 |
| SA1721 | Croft Street | S50 | S55 | 109.70 | 200 | 4.33 | PVC | 0 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 81,836 |
| SA1723 | Croft Street | S51 | S50 | 76.20 | 200 | 3.83 | PVC | 1 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 56,845 |
| SA1725 | Croft Street | S52 | S51 | 91.50 | 200 | 3.52 | PVC | 1 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 68,259 |
| SA1727 | Croft Street | S53 | S52 | 91.50 | 200 | 3.55 | PVC | 0 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 68,259 |
| SA1729 | Croft Street | S54 | S53 | 91.50 | 200 | 3.38 | PVC | 2 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 68,259 |
| SA1731 | Croft Street | S55 | 628 | 36.00 | 200 | 4.96 | PVC | 0 | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 26,856 |
| SA1733 | Rose Glen Road | S56 | 611 | 75.00 | 250 | 3.06 | PVC | 1 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 60,675 |
| SA1735 | Rose Glen Road | S57 | S56 | 75.00 | 250 | 2.41 | PVC | 5 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 60,675 |
| SA0189 | John Street | 150 | 139C | 86.00 | 200 | 2.69 | PVC | 0 | 1991 | 75 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 64,156 |
| SA0191 | John Street | 150A | 150 | 110.00 | 200 | 2.94 | PVC | 1 | 1991 | 75 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 82,060 |
| SA0171 | Robertson Street | 145A | 146 | 89.00 | 200 | 3.00 | PVC | 3 | 1992 | 75 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 66,394 |
| SA0195 | Robertson Street | 152 | 6 | 54.80 | 200 | 2.14 | PVC | 0 | 1992 | 75 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 40,881 |
| SA0197 | Robertson Street | 152A | 152 | 73.00 | 200 | 1.60 | PVC | 2 | 1992 | 75 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 54,458 |
| SA0233 | Strachan Street | 165 | 174 | 100.30 | 525 | 5.70 | CON | 9 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 114,743 |
| SA0235 | Strachan Street | 165A | 165 | 99.10 | 525 | 5.27 | CON | 7 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 113,370 |
| SA0261 | Strachan Street | 174 | 175 | 86.40 | 525 | 4.23 | CON | 7 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 98,842 |
| SA0263 | Strachan Street | 175 | 175A | 51.90 | 525 | 3.42 | CON | 4 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 59,374 |
| SA0265 | Strachan Street | 175A | 175B | 44.70 | 525 | 2.88 | CON | 0 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 51,137 |
| SA0267 | Strachan Street | 175B | 175C | 25.30 | 525 | 2.97 | CON | 1 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 28,943 |
| SA0269 | Strachan Street | 175C | 175D | 21.70 | 525 | 3.47 | CON | 0 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 24,825 |
| SA0271 | Strachan Street | 175D | 176 | 34.00 | 525 | 4.06 | CON | 0 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 38,896 |
| SA0273 | Gifford Street | 176 | 177 | 28.00 | 525 | 5.15 | CON | 0 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 32,032 |
| SA0275 | Gifford Street | 177 | 178 | 63.20 | 525 | 2.76 | CON | 1 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 72,301 |
| SA0277 | Thomas Street | 177A | 177 | 50.00 | 200 | 2.40 | CON | 2 | 1992 | 75 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 37,300 |
| SA0279 | Gifford Street | 178 | 179 | 62.40 | 525 | 2.45 | CON | 1 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 71,386 |
| SA0281 | Gifford Street | 179 | 180 | 110.30 | 525 | 2.10 | CON | 5 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 126,183 |
| SA0287 | Pine Street | 180 | 182 | 123.30 | 525 | 2.39 | CON | 4 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 141,055 |
| SA0291 | Pine Street | 180B | 180 | 59.12 | 200 | 3.05 | CON | 4 | 1992 | 75 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 44,104 |
| SA0295 | Augusta Street | 182 | 182A | 41.20 | 525 | 4.09 | CON | 0 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 47,133 |
| SA0297 | Thomas Street | 182A | 182B | 38.40 | 525 | 4.26 | CON | 1 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 43,930 |
| SA0299 | Thomas Street | 182B | 189 | 50.70 | 525 | 3.44 | CON | 3 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 58,001 |
| SA0317 | Augusta Street | 189 | 189A | 47.50 | 525 | 3.38 | CON | 4 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 54,340 |
| SA0319 | Augusta Street | 189A | 189B | 41.50 | 525 | 3.84 | CON | 0 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 47,476 |
| SA0323 | Queen Street | 189C | 7 | 45.80 | 600 | 2.67 | CON | 0 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 54,456 |
| SA0333 | Dorset Street E. | 191 | 7 | 39.00 | 250 | 1.78 | CON | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 31,551 |
| SA0351 | Hayward Street | 2 | 2A | 10.00 | 600 | 3.80 | CON | 0 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 11,890 |
| SA0785 | Hayward Street | 2A | PS1 | 65.00 | 600 | 4.33 | CON | 0 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 77,285 |
| SA0789 | Queen Street | 3 | 2 | 67.00 | 600 | 2.74 | CON | 1 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 79,663 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|----------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA1071 | Queen Street | 6 | 3 | 82.60 | 600 | 2.74 | CON | 0 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 98,211 |
| SA1555 | Queen Street | 7 | 6 | 102.00 | 600 | 2.68 | CON | 0 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 121,278 |
| SA1687 | Strachan Street | S26 | 165A | 92.70 | 525 | 3.60 | CON | 7 | 1992 | 75 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 106,049 |
| SA0311 | Augusta Street | 187 | 186 | 123.70 | 200 | 2.54 | VC | 9 | 1994 | 75 | 71% | 2 | 2 | 4 | based on life cycle | 2069 | 92,280 |
| SA1091 | Sherbourne Street | 424 | 187 | 46.60 | 200 | 2.07 | VC | 5 | 1994 | 75 | 71% | 2 | 2 | 4 | based on life cycle | 2069 | 34,764 |
| SA0173 | Pine Street | 145B | 145A | 81.00 | 200 | 2.62 | PVC | 6 | 1994 | 75 | 71% | 2 | 2 | 4 | based on life cycle | 2069 | 60,426 |
| SA1739 | Dorset Street E. | S60 | S61 | 40.00 | 300 | 3.62 | PVC | 3 | 1995 | 75 | 72% | 2 | 4 | 8 | based on life cycle | 2070 | 34,880 |
| SA1741 | Dorset Street E. | S61 | 364 | 39.00 | 300 | 2.27 | PVC | 0 | 1995 | 75 | 72% | 2 | 4 | 8 | based on life cycle | 2070 | 34,008 |
| SA1743 | Rose Glen Road | S62 | S60 | 102.50 | 300 | 5.00 | PVC | 0 | 1995 | 75 | 72% | 2 | 4 | 8 | based on life cycle | 2070 | 89,380 |
| SA1745 | Rose Glen Road | S63 | S62 | 110.00 | 300 | 4.92 | PVC | 2 | 1995 | 75 | 72% | 2 | 4 | 8 | based on life cycle | 2070 | 95,920 |
| SA1747 | Rose Glen Road | S64 | S63 | 100.00 | 300 | 4.09 | PVC | 3 | 1995 | 75 | 72% | 2 | 4 | 8 | based on life cycle | 2070 | 87,200 |
| SA1749 | Rose Glen Road | S65 | S64 | 92.80 | 250 | 3.70 | PVC | 3 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 75,075 |
| SA1751 | Rose Glen Road | S66 | S65 | 108.20 | 250 | 3.64 | PVC | 1 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 87,534 |
| SA1753 | Rose Glen Road | S67 | S66 | 105.00 | 250 | 3.77 | PVC | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 84,945 |
| SA1755 | Rose Glen Road | S68 | S67 | 105.00 | 200 | 4.54 | PVC | 3 | 1995 | 75 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 78,330 |
| SA1757 | Rose Glen Road | S69 | S68 | 105.00 | 200 | 4.22 | PVC | 3 | 1995 | 75 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 78,330 |
| SA1771 | Rose Glen Road | ST101 | S66 | 10.00 | 200 | 3.45 | PVC | 0 | 1995 | 75 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 7,460 |
| SA1813 | Rose Glen Road | ST32 | S69 | 10.00 | 200 | 5.11 | PVC | 3 | 1995 | 75 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 7,460 |
| SA1815 | Rose Glen Road | ST33 | S64 | 10.00 | 200 | 3.95 | PVC | 0 | 1995 | 75 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 7,460 |
| SA1975 | Croft Street | 275A | 275 | 9.00 | 250 | 3.00 | PVC | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 7,281 |
| SA1977 | Croft Street | 272A | 275A | 91.00 | 250 | 3.00 | PVC | 6 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 73,619 |
| SA1979 | Croft Street | 272 | 272A | 44.00 | 250 | 3.00 | PVC | 2 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 35,596 |
| SA0223 | Victoria Street S. | 162 | 163 | 125.60 | 200 | 2.21 | VC | 5 | 1997 | 75 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 93,698 |
| SA0175 | Pine Street | 145C | 1822 | 70.00 | 200 | 17.30 | CON | 4 | 1997 | 75 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 52,220 |
| SA0301 | Augusta Street | 183 | 182 | 19.00 | 200 | 1.96 | PVC | 0 | 1997 | 75 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 14,174 |
| SA0303 | Thomas Street | 184 | 184A | 110.00 | 200 | 6.14 | PVC | 4 | 1997 | 75 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 82,060 |
| SA0305 | Thomas Street | 184A | 183 | 54.00 | 200 | 3.00 | PVC | 5 | 1997 | 75 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 40,284 |
| SA0307 | Thomas Street | 185 | 184 | 55.00 | 200 | 2.74 | PVC | 5 | 1997 | 75 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 41,030 |
| SA0309 | Augusta Street | 186 | 185 | 54.00 | 200 | 2.55 | PVC | 2 | 1997 | 75 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 40,284 |
| SA0649 | Croft Street | 270 | 521 | 126.00 | 250 | 4.63 | PVC | 9 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 101,934 |
| SA1211 | Croft Street | 521 | 272 | 14.00 | 250 | 4.31 | PVC | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 11,326 |
| SA0225 | Victoria Street S. | 163 | 163A | 52.00 | 200 | 2.00 | PVC | 1 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 38,792 |
| SA0227 | Victoria Street S. | 163A | 526 | 62.00 | 200 | 1.88 | PVC | 3 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 46,252 |
| SA1859 | Trefusis Street East | 453 | 452 | 42.10 | 150 | 3.00 | PVC | 8 | 1998 | 75 | 76% | 2 | 1 | 2 | based on life cycle | 2073 | 31,407 |
| SA1861 | Trefusis Street East | 452 | 451 | 41.70 | 200 | 3.17 | PVC | 5 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 31,108 |
| SA1841 | Trefusis Street | 463 | 462 | 67.70 | 200 | 3.14 | PVC | 13 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 50,504 |
| SA1843 | Trefusis Street | 462 | 461 | 64.20 | 200 | 3.34 | PVC | 16 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 47,893 |
| SA1845 | Trefusis Street | 461 | 460 | 24.00 | 200 | 3.54 | PVC | 5 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 17,904 |
| SA1847 | Trefusis Street | 460 | 458 | 78.30 | 200 | 3.50 | PVC | 5 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 58,412 |
| SA1849 | Trefusis Street | 456 | 455 | 17.80 | 200 | 2.56 | PVC | 4 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 13,279 |
| SA1851 | Trefusis Street | 455 | 454 | 25.50 | 200 | 2.85 | PVC | 0 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 19,023 |
| SA1853 | Trefusis Street | 454 | 451 | 20.50 | 200 | 3.00 | PVC | 0 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 15,293 |
| SA1855 | Trefusis Street | 451 | 450 | 41.60 | 200 | 2.43 | PVC | 1 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 31,034 |
| SA1857 | Chalmers Crt. | 459 | 458 | 78.60 | 200 | 3.20 | PVC | 9 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 58,636 |
| SA1863 | Trefusis Street | 450 | 201 | 38.30 | 200 | 1.97 | PVC | 1 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 28,572 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA1865 | Trefusis Street | 458 | 457 | 37.50 | 200 | 3.32 | PVC | 4 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 27,975 |
| SA1867 | Trefusis Street | 457 | 456 | 64.20 | 200 | 2.83 | PVC | 8 | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 47,893 |
| SA1967 | Clifton Road | 933 | | 56.00 | 200 | 3.00 | PVC | 2 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 41,776 |
| SA1969 | Clifton Road | 933 | 932 | 110.00 | 200 | 3.00 | PVC | 4 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 82,060 |
| SA1971 | Clifton Road | 932 | 931 | 110.00 | 200 | 3.00 | PVC | 2 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 82,060 |
| SA1973 | Clifton Road | 931 | 930 | 78.50 | 200 | 3.00 | PVC | 0 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 58,561 |
| SA1869 | Spicer Street | 14B | 14A | 47.95 | 200 | 3.00 | PVC | 5 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 35,771 |
| SA1871 | Spicer Street | 14C | 14B | 82.78 | 200 | 3.00 | PVC | 8 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 61,754 |
| SA1873 | Spicer Street | 14D | 14C | 61.61 | 200 | 3.00 | PVC | 6 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 45,961 |
| SA1875 | Spicer Street | 14E | 14D | 69.49 | 200 | 3.00 | PVC | 5 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 51,840 |
| SA1877 | Spicer Street | 14F | 14E | 69.64 | 200 | 3.00 | PVC | 13 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 51,951 |
| SA1879 | Klein Street | 14G | 14E | 54.44 | 200 | 3.00 | PVC | 5 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 40,612 |
| SA1881 | Klein Street | 14H | 14G | 38.20 | 200 | 3.00 | PVC | 2 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 28,497 |
| SA1883 | Klein Street | 14I | 14H | 62.94 | 200 | 3.00 | PVC | 8 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 46,953 |
| SA1885 | Klein Street | 14J | 14I | 69.65 | 200 | 3.00 | PVC | 5 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 51,959 |
| SA1891 | Ramsey Road | 878 | 876 | 108.36 | 200 | 3.00 | PVC | 11 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 80,837 |
| SA1893 | Jeffries Street | 883 | 882 | 68.69 | 200 | 3.00 | PVC | 9 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 51,243 |
| SA1895 | Jeffries Street | 883 | 884 | 36.30 | 200 | 3.00 | PVC | 4 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 27,080 |
| SA1897 | Jeffries Street | 882 | 881 | 11.91 | 200 | 3.00 | PVC | 3 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 8,885 |
| SA1899 | Jeffries Street | 881 | 879 | 79.26 | 200 | 3.00 | PVC | 10 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 59,128 |
| SA1901 | Ramsey Road | 879 | 878 | 108.25 | 200 | 3.00 | PVC | 12 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 80,755 |
| SA1903 | Rapley Boulevard | 876 | 875 | 39.93 | 200 | 3.00 | PVC | 0 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 29,788 |
| SA1905 | Rapley Boulevard | 877 | 876 | 15.91 | 300 | 3.00 | PVC | 0 | 1999 | 75 | 77% | 2 | 4 | 8 | based on life cycle | 2074 | 13,874 |
| SA1907 | Rapley Boulevard | 885 | 876 | 35.48 | 300 | 3.00 | PVC | 1 | 1999 | 75 | 77% | 2 | 4 | 8 | based on life cycle | 2074 | 30,939 |
| SA1909 | Rapley Boulevard | 886 | 885 | 52.19 | 250 | 3.00 | PVC | 1 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 42,222 |
| SA1911 | Jeffries Street | 884 | 886 | 105.00 | 200 | 3.00 | PVC | 10 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 78,330 |
| SA1913 | Rapley Boulevard | 887 | 886 | 84.75 | 200 | 3.00 | PVC | 5 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 63,224 |
| SA1915 | Huffman Avenue | 889 | 887 | 42.85 | 200 | 3.00 | PVC | 2 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 31,966 |
| SA1917 | Huffman Avenue | 890 | 889 | 85.32 | 200 | 3.00 | PVC | 11 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 63,649 |
| SA1919 | Huffman Avenue | 891 | 890 | 80.53 | 200 | 3.00 | PVC | 11 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 60,075 |
| SA1921 | Huffman Avenue | 892 | 891 | 7.96 | 200 | 3.00 | PVC | 1 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 5,938 |
| SA1923 | Huffman Avenue | 893 | 892 | 73.67 | 200 | 3.00 | PVC | 12 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 54,958 |
| SA1925 | Huffman Avenue | 894 | 893 | 10.79 | 200 | 3.00 | PVC | 2 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 8,049 |
| SA1927 | Huffman Avenue | 895 | 894 | 30.43 | 200 | 3.00 | PVC | 2 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 22,701 |
| SA1929 | Huffman Avenue | 895 | 896 | 91.96 | 200 | 3.00 | PVC | 10 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 68,602 |
| SA1931 | Jarvis Drive | 900 | 896 | 74.76 | 200 | 3.00 | PVC | 8 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 55,771 |
| SA1933 | Jarvis Drive | 901 | 900 | 15.79 | 200 | 3.00 | PVC | 3 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 11,779 |
| SA1935 | Jarvis Drive | 902 | 901 | 108.91 | 200 | 3.00 | PVC | 15 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 81,247 |
| SA1937 | Jarvis Drive | 904 | 903 | 72.57 | 200 | 3.00 | PVC | 13 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 54,137 |
| SA1939 | Jarvis Drive | 905 | 904 | 15.54 | 200 | 3.00 | PVC | 2 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 11,593 |
| SA1941 | Jarvis Drive | 906 | 905 | 20.87 | 200 | 3.00 | PVC | 1 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 15,569 |
| SA1943 | Jarvis Drive | 906 | 907 | 93.37 | 200 | 3.00 | PVC | 14 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 69,654 |
| SA1945 | Jarvis Drive | 907 | 908 | 93.04 | 200 | 3.00 | PVC | 11 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 69,408 |
| SA1947 | Huffman Avenue | 896 | 897 | 90.00 | 200 | 3.00 | PVC | 7 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 67,140 |
| SA1949 | Rapley Boulevard | 897 | 887 | 90.50 | 200 | 3.00 | PVC | 1 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 67,513 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA1951 | Rapley Boulevard | 909 | 897 | 109.81 | 200 | 3.00 | PVC | 7 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 81,918 |
| SA1955 | Rapley Boulevard | 908 | 909 | 65.43 | 200 | 3.00 | PVC | 5 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 48,811 |
| SA1957 | Rapley Boulevard | 917 | 908 | 102.98 | 200 | 3.00 | PVC | 9 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 76,823 |
| SA1959 | Rapley Boulevard | 918 | 917 | 61.99 | 200 | 3.00 | PVC | 7 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 46,245 |
| SA1961 | Rapley Boulevard | 919 | 918 | 62.45 | 200 | 3.00 | PVC | 6 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 46,588 |
| SA1963 | Jeffries Street | 880 | 879 | 39.41 | 200 | 3.00 | PVC | 1 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 29,400 |
| SA1965 | Jarvis Drive | 903 | 902 | 8.00 | 200 | 3.00 | PVC | 1 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 5,968 |
| SA2011 | Easement | 930 | 885 | 182.00 | 200 | 3.00 | CON | 0 | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 135,772 |
| SA0001 | Mill Street Pump H | 1 | PS4 | 11.47 | 600 | 4.77 | CON | 1 | 2000 | 75 | 79% | 2 | 5 | 10 | 2020 to 2024 | 2075 | 13,638 |
| SA0409 | Easement | 218 | 1 | 10.00 | 600 | 2.50 | CON | 0 | 2000 | 75 | 79% | 2 | 5 | 10 | 2020 to 2024 | 2075 | 11,890 |
| SA0411 | Easement | 219 | 218 | 48.00 | 600 | 2.07 | CON | 0 | 2000 | 75 | 79% | 2 | 5 | 10 | 2020 to 2024 | 2075 | 57,072 |
| SA1887 | Armour Street | 310 | 322A | | 200 | 3.00 | CON | 0 | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | - |
| SA2013 | Ward Street | 306 | 321 | 10.00 | 150 | 1.16 | CON | 0 | 2000 | 75 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 7,460 |
| SA2015 | | PS1 | 1 | 6.50 | 600 | 4.67 | CON | 0 | 2000 | 75 | 79% | 2 | 5 | 10 | 2020 to 2024 | 2075 | 7,729 |
| SA2015 | Austin Court | PS1 | 1 | 6.50 | 600 | 4.67 | CON | 0 | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 7,729 |
| SA0709 | Brimley Street | 28 | 28A | 72.10 | 200 | 1.74 | VC | 6 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 53,787 |
| SA0739 | Brimley Street | 28A | 120 | 68.00 | 200 | 1.20 | VC | 10 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 50,728 |
| SA1953 | Baxter Place | 910 | 909 | 68.88 | 200 | 3.00 | PVC | 5 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 51,384 |
| SA1981 | Jiggins Court | 924 | 925 | 14.15 | 200 | 3.00 | PVC | 3 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 10,556 |
| SA1983 | Jiggins Court | 925 | 926 | 106.70 | 200 | 3.00 | PVC | 14 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 79,598 |
| SA1985 | Jiggins Court | 926 | 927 | 11.82 | 200 | 3.00 | PVC | 1 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 8,818 |
| SA1987 | Jiggins Court | 927 | 920 | 75.94 | 200 | 3.00 | PVC | 9 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 56,651 |
| SA1989 | Jiggins Court | 920 | 907 | 88.25 | 200 | 3.00 | PVC | 5 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 65,836 |
| SA1991 | Jiggins Court | 924 | 923 | 63.75 | 200 | 3.00 | PVC | 8 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 47,558 |
| SA1993 | Jiggins Court | 923 | 922 | 15.49 | 200 | 3.00 | PVC | 2 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 11,556 |
| SA1995 | Jiggins Court | 922 | 921 | 58.27 | 200 | 3.00 | PVC | 7 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 43,469 |
| SA1997 | Jiggins Court | 921 | 920 | 57.87 | 200 | 3.00 | PVC | 4 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 43,171 |
| SA1999 | Baxter Place | 911 | 910 | 11.22 | 200 | 3.00 | PVC | 3 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 8,370 |
| SA2001 | Baxter Place | 912 | 911 | 52.08 | 200 | 3.00 | PVC | 6 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 38,852 |
| SA2003 | Baxter Place | 913 | 912 | 60.00 | 200 | 3.00 | PVC | 10 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 44,760 |
| SA2005 | Baxter Place | 914 | 913 | 49.44 | 200 | 3.00 | PVC | 7 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 36,882 |
| SA2007 | Baxter Place | 915 | 914 | 14.12 | 200 | 3.00 | PVC | 2 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 10,534 |
| SA2009 | Baxter Place | 916 | 915 | 54.48 | 200 | 3.00 | PVC | 8 | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 40,642 |
| SA0237 | Brimley Street | 166 | 165 | 111.30 | 200 | 4.07 | VC | 6 | 2003 | 75 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 83,030 |
| SA0251 | Brimley Street | 170 | 165 | 111.30 | 200 | 4.68 | VC | 9 | 2003 | 75 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 83,030 |
| SA0253 | Brimley Street | 171 | 170 | 82.30 | 200 | 2.64 | VC | 8 | 2003 | 75 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 61,396 |
| SA0239 | Brimley Street | 167 | 166 | 89.90 | 200 | 2.81 | PVC | 5 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 67,065 |
| SA0795 | McCaul Street | 302 | 302A | 70.00 | 200 | 2.58 | PVC | 4 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 52,220 |
| SA0797 | McCaul Street | 302A | 304 | 68.30 | 200 | 1.95 | PVC | 5 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 50,952 |
| SA1787 | Brimley Street | ST18 | 167 | 30.68 | 200 | 2.55 | PVC | 2 | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 22,887 |
| SA2017 | Talbot Drive | 940 | 689 | 40.10 | 200 | 0.08 | PVC | 0 | 2005 | 75 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 29,915 |
| SA2019 | Talbot Drive | 941 | 940 | 27.00 | 200 | 3.00 | PVC | 5 | 2005 | 75 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 20,142 |
| SA2021 | Talbot Drive | 942 | 941 | 19.10 | 200 | 3.00 | PVC | 4 | 2005 | 75 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 14,249 |
| SA2023 | Talbot Drive | 943 | 942 | 36.20 | 200 | 3.00 | PVC | 7 | 2005 | 75 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 27,005 |
| SA2025 | Talbot Drive | 944 | 943 | 60.00 | 200 | 3.00 | PVC | 7 | 2005 | 75 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 44,760 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0873 | Elgin Street | 325 | 326 | 120.50 | 200 | 2.21 | PVC | 7 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 89,893 |
| SA0875 | Elgin Street | 325 | 301 | 71.90 | 200 | 2.40 | PVC | 8 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 53,637 |
| SA0877 | Elgin Street | 326 | 326A | 100.00 | 200 | 2.37 | PVC | 7 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 74,600 |
| SA0879 | Elgin Street | 326A | 327 | 93.10 | 200 | 2.71 | PVC | 10 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 69,453 |
| SA2029 | Little's Creek Farm | 801 | 802 | 72.80 | 300 | 4.40 | PVC | 0 | 2006 | 75 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 63,482 |
| SA2031 | Little's Creek Farm | 802 | 803 | 33.90 | 450 | 2.08 | PVC | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 36,883 |
| SA2033 | Little's Creek Farm | 803 | 804 | 35.40 | 450 | 1.33 | PVC | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 38,515 |
| SA2035 | Little's Creek Farm | 804 | 805 | 90.00 | 450 | 1.42 | PVC | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 97,920 |
| SA2037 | Little's Creek Farm | 805 | 806 | 32.00 | 450 | 1.46 | PVC | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 34,816 |
| SA2039 | Little's Creek Farm | 806 | 807 | 72.50 | 450 | 3.84 | PVC | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 78,880 |
| SA2041 | Little's Creek Farm | 807 | 812 | 30.60 | 450 | 6.12 | PVC | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 33,293 |
| SA2085 | West Servicing Ea | 850 | 849 | 61.00 | 200 | 3.88 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 45,506 |
| SA2087 | West Servicing Ea | 849 | 848 | 40.50 | 200 | 4.50 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 30,213 |
| SA2089 | West Servicing Ea | 848 | 847 | 93.80 | 450 | 3.42 | PVC | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 102,054 |
| SA2091 | West Servicing Ea | 847 | 846 | 93.40 | 450 | 3.32 | PVC | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 101,619 |
| SA2093 | West Servicing Ea | 846 | 845 | 21.50 | 450 | 3.32 | PVC | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 23,392 |
| SA2095 | South Servicing Ea | 844 | 845 | 90.00 | 375 | 3.34 | PVC | 0 | 2006 | 75 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 85,320 |
| SA2097 | South Servicing Ea | 843 | 844 | 89.00 | 375 | 4.19 | PVC | 0 | 2006 | 75 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 84,372 |
| SA2099 | South Servicing Ea | 842 | 843 | 108.10 | 250 | 4.49 | PVC | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 87,453 |
| SA2101 | South Servicing Ea | 841 | 842 | 100.00 | 250 | 4.27 | PVC | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 80,900 |
| SA2103 | South Servicing Ea | 840 | 841 | 44.40 | 250 | 4.12 | PVC | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 35,920 |
| SA2105 | South Servicing Ea | 839 | 840 | 48.60 | 250 | 4.32 | PVC | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 39,317 |
| SA2107 | South Servicing Ea | 838 | 839 | 88.10 | 250 | 4.25 | PVC | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 71,273 |
| SA2109 | South Servicing Ea | 837 | 838 | 69.00 | 250 | 4.00 | PVC | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 55,821 |
| SA2111 | South Servicing Ea | 836 | 837 | 40.00 | 250 | 3.81 | PVC | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 32,360 |
| SA2113 | Street 'B' | 835 | 836 | 78.80 | 250 | 3.77 | PVC | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 63,749 |
| SA2115 | Street 'C' | 834 | 835 | 70.00 | 200 | 3.47 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 52,220 |
| SA2117 | Street 'C' | 833 | 834 | 70.00 | 200 | 3.22 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 52,220 |
| SA2119 | Street 'C' | 826 | 833 | 69.80 | 200 | 3.20 | PVC | 1 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 52,071 |
| SA2121 | Lakeshore Road | 851 | 848 | 76.20 | 450 | 4.12 | PVC | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 82,906 |
| SA2123 | Lakeshore Road | 852 | 851 | 46.10 | 450 | 4.57 | PVC | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 50,157 |
| SA2125 | Lakeshore Road | 817 | 852 | 90.00 | 450 | 4.69 | PVC | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 97,920 |
| SA2127 | Lakeshore Road | 853 | 817 | 90.00 | 250 | 3.91 | PVC | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 72,810 |
| SA2129 | Lakeshore Road | 854 | 853 | 90.00 | 250 | 3.00 | PVC | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 72,810 |
| SA2131 | Lakeshore Road | 855 | 854 | 90.00 | 250 | 3.14 | PVC | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 72,810 |
| SA2133 | Lakeshore Road | 856 | 855 | 79.00 | 250 | 2.99 | PVC | 1 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 63,911 |
| SA2135 | AON Overland Flo | 857 | 843 | 90.80 | 200 | 4.06 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 67,737 |
| SA2137 | AON Overland Flo | 820 | 858 | 65.80 | 200 | 4.70 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 49,087 |
| SA2139 | AON Overland Flo | 858 | 857 | 59.10 | 200 | 4.16 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 44,089 |
| SA2141 | Little's Creek Farm | 800 | 801 | 72.70 | 300 | 3.99 | PVC | 0 | 2006 | 75 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 63,394 |
| SA2145 | West Servicing Ea | 845 | PS5 | 3.00 | 525 | 3.37 | PVC | 0 | 2006 | 75 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 3,432 |
| SA2027 | Rapley Boulevard | 875 | 800 | 54.60 | 300 | 5.66 | PVC | 0 | 2006 | 75 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 47,611 |
| SA2043 | Strachan Street | 811 | 812 | 69.70 | 200 | 3.60 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 51,996 |
| SA2045 | Strachan Street | 810 | 811 | 69.70 | 200 | 3.69 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 51,996 |
| SA2047 | Strachan Street | 809 | 810 | 83.80 | 200 | 3.33 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 62,515 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|----------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA2049 | Strachan Street | 808 | 809 | 46.80 | 200 | 3.03 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 34,913 |
| SA2051 | Strachan Street | 812 | 813 | 73.80 | 450 | 5.45 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 80,294 |
| SA2053 | Strachan Street | 813 | 814 | 57.20 | 450 | 4.47 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 62,234 |
| SA2055 | Strachan Street | 814 | 815 | 57.10 | 450 | 4.13 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 62,125 |
| SA2057 | Strachan Street | 815 | 816 | 57.10 | 450 | 4.00 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 62,125 |
| SA2059 | Strachan Street | 816 | 817 | 20.20 | 450 | 4.03 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 21,978 |
| SA2061 | Strachan Street | 822 | 821 | 68.60 | 200 | 3.47 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 51,176 |
| SA2063 | Strachan Street | 818 | 819 | 59.80 | 200 | 4.71 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 44,611 |
| SA2065 | Strachan Street | 819 | 820 | 58.50 | 200 | 4.90 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 43,641 |
| SA2067 | Strachan Street | 821 | 820 | 61.00 | 200 | 4.45 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 45,506 |
| SA2069 | Strachan Street | 823 | 822 | 82.90 | 200 | 3.60 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 61,843 |
| SA2071 | Strachan Street | 824 | 823 | 82.90 | 200 | 3.55 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 61,843 |
| SA2073 | Strachan Street | 825 | 824 | 82.90 | 200 | 3.04 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 61,843 |
| SA2075 | Strachan Street | 827 | 826 | 64.10 | 200 | 3.17 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 47,819 |
| SA2077 | Strachan Street | 829 | 828 | 70.10 | 200 | 4.51 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 52,295 |
| SA2079 | Strachan Street | 830 | 829 | 70.00 | 200 | 4.48 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 52,220 |
| SA2081 | Strachan Street | 831 | 830 | 55.70 | 200 | 4.32 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 41,552 |
| SA2083 | Strachan Street | 832 | 831 | 85.20 | 200 | 3.84 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 63,559 |
| SA2143 | Strachan Street | 828 | 827 | 70.00 | 200 | 3.80 | PVC | 0 | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 52,220 |
| SA0793 | Elgin Street | 301 | 302 | 69.10 | 200 | 3.18 | PVC | 2 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 51,549 |
| SA0799 | Elgin Street | 303 | 302 | 121.00 | 200 | 2.28 | PVC | 3 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 90,266 |
| SA2147 | Austin Court | 888 | 887 | 76.49 | 200 | 1.77 | PVC | 8 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 57,062 |
| SA2149 | Snell Court | 898 | 897 | 48.60 | 200 | 2.84 | PVC | 6 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 36,256 |
| SA2151 | Snell Court | 899 | 898 | 44.50 | 200 | 2.02 | PVC | 11 | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 33,197 |
| SA2150 | Margaret/Martha | | | | | | | | 2008 | 75 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 303,702 |
| SA0613 | Queen Street | 7A | 189C | 14.00 | 375 | 2.26 | VC | 0 | 2009 | 75 | 91% | 1 | 4 | 4 | based on life cycle | 2084 | 13,272 |
| SA0617 | Queen Street | 8 | 7A | 106.35 | 375 | 3.00 | VC | 2 | 2009 | 75 | 91% | 1 | 4 | 4 | based on life cycle | 2084 | 100,820 |
| SA0951 | Peter Street | 346 | 347 | 22.13 | 200 | 3.21 | VC | 0 | 2009 | 75 | 91% | 1 | 2 | 2 | based on life cycle | 2084 | 16,509 |
| SA0953 | Peter Street | 347 | 348 | 132.30 | 250 | 3.36 | VC | 1 | 2009 | 75 | 91% | 1 | 3 | 3 | based on life cycle | 2084 | 107,031 |
| SA0955 | Peter Street | 348 | 349A | 16.01 | 250 | 3.32 | VC | 0 | 2009 | 75 | 91% | 1 | 3 | 3 | based on life cycle | 2084 | 12,952 |
| SA0957 | Peter Street | 349 | 350 | 109.70 | 250 | 2.79 | VC | 4 | 2009 | 75 | 91% | 1 | 3 | 3 | based on life cycle | 2084 | 88,747 |
| SA0959 | Peter Street | 349A | 349 | 130.00 | 250 | 2.69 | VC | 0 | 2009 | 75 | 91% | 1 | 3 | 3 | based on life cycle | 2084 | 105,170 |
| SA0965 | Peter Street | 350 | 351 | 89.30 | 250 | 2.70 | VC | 2 | 2009 | 75 | 91% | 1 | 3 | 3 | based on life cycle | 2084 | 72,244 |
| SA0967 | Peter Street | 351 | 345 | 199.00 | 250 | 3.59 | VC | 9 | 2009 | 75 | 91% | 1 | 3 | 3 | based on life cycle | 2084 | 160,991 |
| SA1613 | Queen Street | 9 | 8 | 84.08 | 375 | 3.00 | VC | 10 | 2009 | 75 | 91% | 1 | 4 | 4 | based on life cycle | 2084 | 79,708 |
| SA0159 | Dorset Street W. | 141 | 142 | 106.40 | 200 | 2.00 | VC | 5 | 2010 | 75 | 92% | 1 | 2 | 2 | based on life cycle | 2085 | 79,374 |
| SA0161 | Dorset Street W. | 141A | 141 | 47.00 | 200 | 2.40 | VC | 2 | 2010 | 75 | 92% | 1 | 2 | 2 | based on life cycle | 2085 | 35,062 |
| SA0163 | Dorset Street W. | 142 | 143 | 121.60 | 200 | 1.58 | VC | 7 | 2010 | 75 | 92% | 1 | 2 | 2 | based on life cycle | 2085 | 90,714 |
| SA0165 | Dorset Street W. | 143 | 144 | 124.60 | 200 | 1.48 | VC | 10 | 2010 | 75 | 92% | 1 | 2 | 2 | based on life cycle | 2085 | 92,952 |
| SA0167 | Dorset Street W. | 144 | 145 | 131.46 | 200 | 1.89 | VC | 19 | 2010 | 75 | 92% | 1 | 2 | 2 | based on life cycle | 2085 | 98,072 |
| SA0169 | Dorset Street W. | 145 | 145A | 12.79 | 200 | 5.43 | VC | 0 | 2010 | 75 | 92% | 1 | 2 | 2 | based on life cycle | 2085 | 9,541 |
| ??? | Elevated Water Tower | | | | | | | | 2010 | 75 | 92% | 1 | 2 | 2 | based on life cycle | 2085 | 59,524 |
| ??? | Henderson Street | | | | | | | | 2012 | 75 | 95% | 1 | 2 | 2 | based on life cycle | 2087 | 207,318 |
| ??? | Pemberton Drive | | | | | | | | 2012 | 75 | 95% | 1 | 2 | 2 | based on life cycle | 2087 | 63,141 |
| SA0811 | King Street (Objec | 307 | 306 | 101.07 | 150 | 5.01 | VC | 10 | 2014 | 75 | 97% | 1 | 1 | 1 | based on life cycle | 2089 | 75,398 |

Municipality of Port Hope
2016 Asset Management Plan
Wastewater Linear - Sanitary Conduit

| Sanitary Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Diameter (mm) | Conduit Depth (m) | Material | Service Quantity | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---------------------|---------------------|------------------------|--------------------------|--------------------|-----------------------|-------------------|----------|------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| SA0813 | King Street (Objec | 308 | 307 | 108.30 | 150 | 2.23 | VC | 7 | 2014 | 75 | 97% | 1 | 1 | 1 | based on life cycle | 2089 | 80,792 |
| SA0831 | Armour Street | 311 | 310 | 109.60 | 150 | 1.67 | VC | 7 | 2014 | 75 | 97% | 1 | 1 | 1 | based on life cycle | 2089 | 81,762 |
| SA1821 | Armour Street | ST600 | 600 | 15.20 | 150 | 3.00 | VC | 0 | 2014 | 75 | 97% | 1 | 1 | 1 | based on life cycle | 2089 | 11,339 |
| SA1887 | Armour Street | 310 | 322A | 5.72 | 200 | 3.00 | CON | 0 | 2014 | 75 | 97% | 1 | 2 | 2 | based on life cycle | 2089 | 4,267 |
| SA0341 | Alexander Street | 196 | 197 | 107.90 | 225 | 2.81 | VC | 9 | 2016 | 75 | 100% | 1 | 2 | 2 | based on life cycle | 2091 | 87,291 |
| SA0343 | Alexander Street | 197 | 198 | 116.10 | 225 | 2.80 | VC | 3 | 2016 | 75 | 100% | 1 | 2 | 2 | based on life cycle | 2091 | 93,925 |
| SA0345 | Alexander Street | 198 | 199 | 87.80 | 225 | 3.11 | VC | 5 | 2016 | 75 | 100% | 1 | 2 | 2 | based on life cycle | 2091 | 71,030 |
| SA0347 | Alexander Street | 199 | 195 | 86.70 | 225 | 3.22 | VC | 0 | 2016 | 75 | 100% | 1 | 2 | 2 | based on life cycle | 2091 | 70,140 |

68,742

\$ 60,274,645

| Asset Class | Inventory | Replacement Value (2015 \$) |
|-------------------------|------------------|------------------------------------|
| Transportation Services | | |
| Roads-Base | 338 km | \$ 121,917,652 |
| Roads-Surface | 338 km | \$ 35,683,095 |
| Sidewalks | 60,963 m | \$ 8,892,929 |
| Streetlights | 1654 | \$ 2,964,383 |
| Traffic Control Signals | 8 | \$ 1,687,300 |
| Total | | \$ 171,145,359 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Base

| Road Section ID | Road Base Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Road Base Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|-----------------|------------------|--------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|-----------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 650 | MILL ST S | ROBERTSON ST | MADISON ST | 0.358 | 6.70 | 8.70 | Semi-urban | LOC | HC | 1940 | 75 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 151,826.00 |
| 2000 | RALSTON DR | TREFUSIS ST | VICTORIA ST N | 0.139 | 8.50 | 8.50 | Urban | LOC | HC | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2017 | 96,630.00 |
| 2010 | RALSTON DR | HENEAGE ST | TREFUSIS ST | 0.122 | 8.50 | 8.50 | Urban | LOC | HC | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2017 | 84,848.00 |
| 2015 | RALSTON DR | SCRIVEN BLVD | HENEAGE ST | 0.140 | 8.50 | 8.50 | Urban | LOC | HC | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2017 | 96,862.00 |
| 1125 | ELIAS ST | NORTH OF AUGUSTA | AUGUSTA ST | 0.104 | 10.00 | 10.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2018 | 80,196.00 |
| 1460 | LAKESHORE RD | SHORTT ST | 370m W of SHORTT S | 0.373 | 7.00 | 9.00 | Semi-urban | ART | HC | 1965 | 75 | 32% | 3 | 4 | 12 | 2020 to 2024 | 2018 | 222,447.00 |
| 1935 | TREFUSIS ST | LAVINIA ST | FRASER ST | 0.119 | 6.00 | 8.00 | Semi-urban | LOC | HC | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2018 | 46,303.00 |
| 1940 | TREFUSIS ST | PERCIVAL ST | LAVINIA ST | 0.122 | 6.00 | 6.00 | Urban | LOC | HC | 1990 | 75 | 65% | 2 | 2 | 4 | based on life cycle | 2018 | 68,801.00 |
| 325 | CROFT ST | ROSE GLEN RD N | HAMILTON RD | 0.828 | 7.50 | 9.50 | Semi-urban | ART | HC | 1944 | 75 | 4% | 4 | 4 | 16 | 2015 to 2019 | 2019 | 520,983.00 |
| 1065 | BRAMLEY ST N | JULIA LN | CHARLES ST | 0.065 | 6.00 | 6.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2019 | 36,456.00 |
| 1070 | BRAMLEY ST N | BRUTON ST | JULIA LN | 0.064 | 6.00 | 6.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2019 | 35,950.00 |
| 1370 | VICTORIA ST S | SULLIVAN ST | STRACHAN ST | 0.112 | 7.00 | 9.00 | Semi-urban | COL | HC | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2019 | 59,563.00 |
| 1375 | VICTORIA ST S | RIDOUT ST | SULLIVAN ST | 0.126 | 7.00 | 9.00 | Semi-urban | COL | HC | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2019 | 67,345.00 |
| 1725 | TORONTO RD | VICTORIA ST S | RIDOUT ST | 0.057 | 10.00 | 10.00 | Urban | ART | HC | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2019 | 56,101.00 |
| 1730 | TORONTO RD | CHARLES ST | VICTORIA ST N | 0.112 | 10.00 | 10.00 | Urban | ART | HC | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2019 | 109,451.00 |
| 1735 | TORONTO RD | BRUTON ST | CHARLES ST | 0.142 | 10.00 | 10.00 | Urban | ART | HC | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2019 | 138,827.00 |
| 1740 | TORONTO RD | YEOVILLE LN | BRUTON ST | 0.065 | 10.00 | 10.00 | Urban | ART | HC | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2019 | 63,724.00 |
| 1745 | TORONTO RD | ARTHUR ST | YEOVILLE LN | 0.042 | 10.00 | 10.00 | Urban | ART | HC | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2019 | 40,819.00 |
| 1750 | TORONTO RD | HILLCREST DR | ARTHUR ST | 0.087 | 10.00 | 10.00 | Urban | ART | HC | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2019 | 84,808.00 |
| 1755 | TORONTO RD | FRASER ST | HILLCREST DR | 0.082 | 10.00 | 10.00 | Urban | ART | HC | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2019 | 80,715.00 |
| 525 | DEBLAQUIRE ST S | FRANCIS ST | ELGIN ST S | 0.310 | 7.50 | 9.50 | Semi-urban | LOC | HC | 1946 | 75 | 7% | 4 | 2 | 8 | based on life cycle | 2020 | 143,276.00 |
| 530 | DEBLAQUIRE ST S | FRANCIS ST | MCCAUL ST | 0.193 | 7.50 | 7.50 | Urban | LOC | HC | 1946 | 75 | 7% | 4 | 2 | 8 | based on life cycle | 2020 | 123,868.00 |
| 1600 | BEDFORD ST | BROWN ST | CAVAN ST | 0.115 | 8.00 | 8.00 | Urban | LOC | HC | 1996 | 75 | 73% | 2 | 2 | 4 | based on life cycle | 2020 | 76,467.00 |
| 75 | ROSE GLEN RD S | PETER ST | SOUTH OF PETER ST | 0.121 | 10.00 | 10.00 | Urban | LOC | HC | 1996 | 75 | 73% | 2 | 2 | 4 | based on life cycle | 2021 | 93,487.00 |
| 825 | BROGDENS LN | ONTARIO ST | EAST OF ONTARIO ST | 0.110 | 3.00 | 3.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2021 | 44,947.00 |
| 1345 | LITTLE HOPE ST | WALTON ST | SULLIVAN ST | 0.128 | 6.30 | 8.30 | Semi-urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2021 | 51,678.00 |
| 1475 | MAITLAND ST | CAVAN ST | ONTARIO ST | 0.101 | 6.50 | 6.50 | Urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2021 | 59,747.00 |
| 1495 | BARRETT ST | CAVAN ST | EAST OF CAVAN ST | 0.150 | 8.00 | 8.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2022 | 100,142.00 |
| 1500 | BARRETT ST | EAST OF CAVAN ST | ONTARIO ST | 0.119 | 8.00 | 8.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2022 | 79,512.00 |
| 1470 | CAVAN ST | MAITLAND ST | WALTON ST | 0.067 | 6.80 | 6.80 | Urban | COL | HC | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2023 | 46,848.00 |
| 1480 | CAVAN ST | SOUTH ST | MAITLAND ST | 0.129 | 6.80 | 6.80 | Urban | COL | HC | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2023 | 89,403.00 |
| 1490 | CAVAN ST | BARRETT ST | SOUTH ST | 0.052 | 6.80 | 6.80 | Urban | COL | HC | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2023 | 35,839.00 |
| 1505 | CAVAN ST | NORTH ST | BARRETT ST | 0.112 | 6.80 | 6.80 | Urban | COL | HC | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2023 | 78,165.00 |
| 1510 | CAVAN ST | BEDFORD ST | NORTH ST | 0.204 | 6.80 | 6.80 | Urban | COL | HC | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2023 | 141,831.00 |
| 1515 | CAVAN ST | CRAIG ST | BEDFORD ST | 0.073 | 6.80 | 6.80 | Urban | COL | HC | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2023 | 51,015.00 |
| 1520 | CAVAN ST | HIGHLAND DR | CRAIG ST | 0.180 | 6.80 | 6.80 | Urban | COL | HC | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2023 | 125,109.00 |
| 1525 | CAVAN ST | RAVINE DR | HIGHLAND DR | 0.578 | 6.80 | 6.80 | Urban | COL | HC | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2023 | 401,919.00 |
| 1530 | CAVAN ST | OLD CAVAN ST | RAVINE DR | 0.047 | 6.80 | 8.80 | Semi-urban | COL | HC | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2023 | 24,584.00 |
| 1535 | CAVAN ST | JOCELYN ST | OLD CAVAN ST | 0.249 | 6.80 | 8.80 | Semi-urban | COL | HC | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2023 | 130,130.00 |
| 3065 | CAVAN ST | CENTENNIAL DR | JOCELYN ST | 0.082 | 6.80 | 8.80 | Semi-urban | COL | HC | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2023 | 42,659.00 |
| 3070 | CAVAN ST | MCGIBBON ST | CENTENNIAL DR | 0.182 | 6.80 | 8.80 | Semi-urban | COL | HC | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2023 | 95,315.00 |
| 3970 | SAWMILL RD | COUNTY RD 2 | NORTH END | 0.342 | 5.80 | 7.30 | Rural | LOC | LC | 1948 | 75 | 9% | 4 | 2 | 8 | based on life cycle | 2023 | 96,251.00 |
| 35 | PETER ST | MILL ST S | KING ST | 0.105 | 14.00 | 14.00 | Urban | ART | HC | 1965 | 75 | 32% | 3 | 5 | 15 | 2020 to 2024 | 2024 | 132,281.00 |
| 40 | PETER ST | MILL ST S | PETER ST | 0.090 | 14.00 | 14.00 | Urban | ART | HC | 1998 | 75 | 76% | 2 | 5 | 10 | 2020 to 2024 | 2024 | 114,166.00 |
| 1400 | WALTON ST | BROWN ST | CAVAN ST | 0.116 | 13.50 | 13.50 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2024 | 142,583.00 |
| 1405 | WALTON ST | PINE ST S | BROWN ST | 0.133 | 13.50 | 13.50 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2024 | 163,312.00 |
| 1410 | WALTON ST | HAGERMAN ST | PINE ST S | 0.112 | 9.40 | 9.40 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2024 | 105,189.00 |
| 1420 | WALTON ST | HILL ST | HAGERMAN ST | 0.103 | 9.40 | 9.40 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2024 | 96,176.00 |
| 1425 | WALTON ST | THOMAS ST | HILL ST | 0.042 | 9.40 | 9.40 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2024 | 38,999.00 |
| 1430 | WALTON ST | CHURCH ST | THOMAS ST | 0.066 | 9.40 | 9.40 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2024 | 61,900.00 |
| 1435 | WALTON ST | CHURCH ST | EAST OF JULIA ST | 0.070 | 9.40 | 9.40 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2024 | 65,246.00 |
| 1320 | THOMAS ST | GIFFORD ST | SHERBOURNE ST | 0.089 | 5.50 | 5.50 | Urban | LOC | HC | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 48,082.00 |
| 1325 | DURHAM ST | SHERBOURNE ST | EAST OF SHERBOURNE | 0.200 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 83,064.00 |
| 1380 | WALTON ST | QUEEN ST | MILL ST S | 0.117 | 13.50 | 13.50 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2025 | 143,961.00 |
| 1385 | WALTON ST | ONTARIO ST | QUEEN ST | 0.094 | 13.50 | 13.50 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2025 | 115,660.00 |
| 1390 | WALTON ST | JOHN ST | ONTARIO ST | 0.041 | 13.50 | 13.50 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2025 | 50,869.00 |
| 1395 | WALTON ST | CAVAN ST | JOHN ST | 0.051 | 13.50 | 13.50 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2025 | 62,048.00 |
| 4010 | BICKLE RD | COUNTY RD 10 | EAST END | 0.443 | 5.20 | 6.70 | Rural | LOC | LC | 1950 | 75 | 12% | 4 | 2 | 8 | based on life cycle | 2025 | 115,029.00 |
| 550 | COLLEGE ST | HOPE ST N | ELGIN ST N | 0.137 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1953 | 75 | 16% | 4 | 2 | 8 | based on life cycle | 2028 | 59,933.00 |
| 555 | COLLEGE ST | ELGIN ST N | DEBLAQUIRE ST N | 0.139 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1953 | 75 | 16% | 4 | 2 | 8 | based on life cycle | 2028 | 61,034.00 |
| 895 | ALFRED ST | MOLSON ST | HOPE ST N | 0.502 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 207,986.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Base

| Road Section ID | Road Base Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Road Base Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|-------------------------|----------------------|------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|-----------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 1255 | PARK ST | SMITH ST | JOHN ST | 0.137 | 8.00 | 10.00 | Semi-urban | LOC | HC | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 66,379.00 |
| 1925 | MARS ST | TREFUSIS ST | VICTORIA ST N | 0.140 | 6.00 | 8.00 | Semi-urban | LOC | HC | 1954 | 75 | 17% | 4 | 2 | 8 | based on life cycle | 2029 | 54,535.00 |
| 3570 | LAKESHORE RD | HASKILL RD | BAULCH RD | 1.894 | 6.00 | 8.50 | Rural | ART | HC | 1955 | 75 | 19% | 4 | 4 | 16 | 2015 to 2019 | 2030 | 987,368.00 |
| 3575 | LAKESHORE RD | DICKINSON RD | HASKILL RD | 0.888 | 6.00 | 8.50 | Rural | ART | HC | 1955 | 75 | 19% | 4 | 4 | 16 | 2015 to 2019 | 2030 | 462,853.00 |
| 3580 | LAKESHORE RD | PORT BRITIAN RD | DICKINSON RD | 0.821 | 6.00 | 8.50 | Rural | ART | HC | 1955 | 75 | 19% | 4 | 4 | 16 | 2015 to 2019 | 2030 | 428,232.00 |
| 3585 | LAKESHORE RD | WILLOWBEACH RD | PORT BRITIAN RD | 0.877 | 10.00 | 12.50 | Rural | ART | HC | 1955 | 75 | 19% | 4 | 4 | 16 | 2015 to 2019 | 2030 | 669,636.00 |
| 3590 | LAKESHORE RD | WESLEYVILLE RD | WILLOWBEACH RD | 0.902 | 6.00 | 8.50 | Rural | ART | HC | 1955 | 75 | 19% | 4 | 4 | 16 | 2015 to 2019 | 2030 | 470,254.00 |
| 3595 | LAKESHORE RD | STACEY RD | WESLEYVILLE RD | 3.384 | 6.00 | 8.50 | Rural | ART | HC | 1955 | 75 | 19% | 4 | 4 | 16 | 2015 to 2019 | 2030 | 1,764,219.00 |
| 3600 | LAKESHORE RD | STACEY RD | EAST TOWNLINE RD | 1.256 | 6.00 | 8.50 | Rural | ART | HC | 1955 | 75 | 19% | 4 | 4 | 16 | 2015 to 2019 | 2030 | 654,856.00 |
| 4750 | PINE GROVE LN | FOREST CR | COUNTY RD 10 | 0.066 | 5.20 | 6.70 | Rural | LOC | LC | 1955 | 75 | 19% | 4 | 2 | 8 | based on life cycle | 2030 | 17,131.00 |
| 4755 | PINE GROVE LN | WEST OF FOREST CR | FOREST CR | 0.417 | 5.20 | 6.70 | Rural | LOC | LC | 1955 | 75 | 19% | 4 | 2 | 8 | based on life cycle | 2030 | 108,265.00 |
| 955 | HAYWARD ST | CHOATE ST | JOHN ST | 0.264 | 7.50 | 7.50 | Urban | LOC | HC | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 169,559.00 |
| 960 | HAYWARD ST | JOHN ST | QUEEN ST | 0.235 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 102,995.00 |
| 1180 | HAYWARD ST | WEST OF ALEXANDER | ALEXANDER ST | 0.216 | 3.00 | 5.00 | Semi-urban | LOC | HC | 1956 | 75 | 20% | 4 | 2 | 8 | based on life cycle | 2031 | 53,357.00 |
| 335 | LAKE ST | 1015m E of HOPE ST S | EAST END | 0.798 | 7.50 | 9.50 | Semi-urban | LOC | HC | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 368,885.00 |
| 2095 | GREGORY ST | VICTORIA ST N | MOORE DR | 0.187 | 6.00 | 8.00 | Semi-urban | LOC | HC | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 72,977.00 |
| 3000 | MOORE DR | VICTORIA ST N | GREGORY ST | 0.221 | 6.00 | 8.00 | Semi-urban | LOC | HC | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 86,235.00 |
| 3005 | MOORE DR | GREGORY ST | JOCELYN ST | 0.146 | 6.00 | 8.00 | Semi-urban | LOC | HC | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 57,200.00 |
| 3015 | LYN CR | JOCELYN ST | SOUTH OF JOCELYN | 0.089 | 5.00 | 7.00 | Semi-urban | LOC | HC | 1957 | 75 | 21% | 4 | 2 | 8 | based on life cycle | 2032 | 30,464.00 |
| 915 | HOWARD ST | WEST OF ONTARIO ST | ONTARIO ST | 0.102 | 8.00 | 8.00 | Urban | LOC | HC | 1958 | 75 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 68,207.00 |
| 850 | ROSEVEAR BLVD | WELLINGTON ST | ONTARIO ST | 0.136 | 8.50 | 8.50 | Urban | LOC | HC | 1959 | 75 | 24% | 4 | 2 | 8 | based on life cycle | 2034 | 94,479.00 |
| 855 | ROSEVEAR BLVD (W BOUND) | ONTARIO ST | WELLINGTON ST | 0.136 | 8.50 | 8.50 | Urban | LOC | HC | 1959 | 75 | 24% | 4 | 2 | 8 | based on life cycle | 2034 | 94,479.00 |
| 1710 | YEOVIL LN | TORONTO RD | VICTORIA ST N | 0.175 | 3.00 | 4.50 | Semi-urban | LOC | GS | 1960 | 75 | 25% | 4 | 1 | 4 | based on life cycle | 2035 | 24,967.00 |
| 2035 | KEITH PL | WEST OF HENEAGE | HENEAGE ST | 0.044 | 6.80 | 6.80 | Urban | LOC | HC | 1960 | 75 | 25% | 4 | 2 | 8 | based on life cycle | 2035 | 26,428.00 |
| 1210 | CATHERINE ST | ALEXANDER ST | HARRIS ST | 0.061 | 5.00 | 7.00 | Semi-urban | LOC | HC | 1961 | 75 | 27% | 4 | 2 | 8 | based on life cycle | 2036 | 20,779.00 |
| 1215 | CATHERINE ST | HARRIS ST | ELIZABETH ST | 0.058 | 5.00 | 7.00 | Semi-urban | LOC | HC | 1961 | 75 | 27% | 4 | 2 | 8 | based on life cycle | 2036 | 19,793.00 |
| 1220 | CATHERINE ST | ELIZABETH ST | PERCY ST | 0.044 | 5.00 | 7.00 | Semi-urban | LOC | HC | 1961 | 75 | 27% | 4 | 2 | 8 | based on life cycle | 2036 | 14,951.00 |
| 1225 | CATHERINE ST | PERCY ST | DORSET ST W | 0.089 | 5.00 | 7.00 | Semi-urban | LOC | HC | 1961 | 75 | 27% | 4 | 2 | 8 | based on life cycle | 2036 | 30,507.00 |
| 595 | DEBLAQUIRE ST N | COLLEGE ST | WARD ST | 0.192 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1962 | 75 | 28% | 4 | 2 | 8 | based on life cycle | 2037 | 84,038.00 |
| 600 | DEBLAQUIRE ST N | CROFT ST | COLLEGE ST | 0.295 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1962 | 75 | 28% | 4 | 2 | 8 | based on life cycle | 2037 | 129,367.00 |
| 750 | ONTARIO ST | HOPE ST N | CAROLINE ST | 0.080 | 12.00 | 12.00 | Urban | ART | HC | 1963 | 75 | 29% | 4 | 4 | 16 | 2015 to 2019 | 2038 | 89,657.00 |
| 755 | ONTARIO ST | CROFT ST | HOPE ST N | 0.045 | 12.00 | 12.00 | Urban | ART | HC | 1963 | 75 | 29% | 4 | 4 | 16 | 2015 to 2019 | 2038 | 50,616.00 |
| 760 | ONTARIO ST | HOWARD ST | CROFT ST | 0.048 | 12.00 | 12.00 | Urban | ART | HC | 1963 | 75 | 29% | 4 | 4 | 16 | 2015 to 2019 | 2038 | 53,454.00 |
| 765 | ONTARIO ST | HELM ST | HOWARD ST | 0.155 | 12.00 | 12.00 | Urban | ART | HC | 1963 | 75 | 29% | 4 | 4 | 16 | 2015 to 2019 | 2038 | 173,174.00 |
| 770 | ONTARIO ST | OXFORD ST | HELM ST | 0.122 | 12.00 | 12.00 | Urban | ART | HC | 1963 | 75 | 29% | 4 | 4 | 16 | 2015 to 2019 | 2038 | 136,763.00 |
| 775 | ONTARIO ST | BRUNSWICK ST | OXFORD ST | 0.092 | 12.00 | 12.00 | Urban | ART | HC | 1963 | 75 | 29% | 4 | 4 | 16 | 2015 to 2019 | 2038 | 102,766.00 |
| 780 | ONTARIO ST | ORCHARD ST | BRUNSWICK ST | 0.092 | 12.00 | 12.00 | Urban | ART | HC | 1963 | 75 | 29% | 4 | 4 | 16 | 2015 to 2019 | 2038 | 102,727.00 |
| 785 | ONTARIO ST | ROSEVEAR BLVD | ORCHARD ST | 0.017 | 12.00 | 12.00 | Urban | ART | HC | 1963 | 75 | 29% | 4 | 4 | 16 | 2015 to 2019 | 2038 | 18,633.00 |
| 790 | ONTARIO ST | CLOVELLY ST | ROSEVEAR BLVD | 0.076 | 12.00 | 12.00 | Urban | ART | HC | 1963 | 75 | 29% | 4 | 4 | 16 | 2015 to 2019 | 2038 | 85,329.00 |
| 795 | ONTARIO ST | PHILIPS RD | CLOVELLY ST | 0.091 | 12.00 | 12.00 | Urban | ART | HC | 1963 | 75 | 29% | 4 | 4 | 16 | 2015 to 2019 | 2038 | 101,657.00 |
| 4745 | FOREST CR | PINE GROVE LN | COUNTY RD 10 | 0.500 | 4.90 | 6.40 | Semi-urban | LOC | LC | 1963 | 75 | 29% | 4 | 2 | 8 | based on life cycle | 2038 | 131,861.00 |
| 65 | NELSON ST | DORSET ST E | PETER ST | 0.183 | 7.50 | 9.50 | Semi-urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 84,455.00 |
| 480 | ELGIN ST N | COLLEGE ST | WARD ST | 0.277 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 114,901.00 |
| 485 | ELGIN ST N | CROFT ST | COLLEGE ST | 0.299 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 124,040.00 |
| 490 | WILLIAM ST | KING ST | PRINCESS ST | 0.170 | 5.80 | 7.80 | Semi-urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 64,650.00 |
| 495 | WILLIAM ST | PRINCESS ST | HOPE ST S | 0.099 | 5.80 | 7.80 | Semi-urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 37,829.00 |
| 690 | MILL ST S | YOUNG ST | THOMPSON DR | 0.198 | 12.00 | 12.00 | Urban | ART | HC | 1964 | 75 | 31% | 3 | 4 | 12 | 2020 to 2024 | 2039 | 221,459.00 |
| 695 | MILL ST S | MARTHA ST | YOUNG ST | 0.028 | 12.00 | 12.00 | Urban | ART | HC | 1964 | 75 | 31% | 3 | 4 | 12 | 2020 to 2024 | 2039 | 30,945.00 |
| 720 | ONTARIO ST | MARTHA ST | BARRETT ST | 0.054 | 12.00 | 12.00 | Urban | ART | HC | 1964 | 75 | 31% | 3 | 4 | 12 | 2020 to 2024 | 2039 | 60,845.00 |
| 725 | ONTARIO ST | BLOOMSGROVE AVE | MARTHA ST | 0.046 | 12.00 | 12.00 | Urban | ART | HC | 1964 | 75 | 31% | 3 | 4 | 12 | 2020 to 2024 | 2039 | 52,010.00 |
| 730 | ONTARIO ST | ELLEN ST (WEST) | BLOOMSGROVE AVE | 0.110 | 12.00 | 12.00 | Urban | ART | HC | 1964 | 75 | 31% | 3 | 4 | 12 | 2020 to 2024 | 2039 | 122,995.00 |
| 735 | ONTARIO ST | ELLEN ST (EAST) | ELLEN ST (WEST) | 0.058 | 12.00 | 12.00 | Urban | ART | HC | 1964 | 75 | 31% | 3 | 4 | 12 | 2020 to 2024 | 2039 | 65,103.00 |
| 740 | ONTARIO ST | MARGARET ST | ELLEN ST (EAST) | 0.097 | 12.00 | 12.00 | Urban | ART | HC | 1964 | 75 | 31% | 3 | 4 | 12 | 2020 to 2024 | 2039 | 108,687.00 |
| 745 | ONTARIO ST | CAROLINE ST | MARGARET ST | 0.218 | 12.00 | 12.00 | Urban | ART | HC | 1964 | 75 | 31% | 3 | 4 | 12 | 2020 to 2024 | 2039 | 244,369.00 |
| 875 | BRUNSWICK ST | ALFRED ST | ONTARIO ST | 0.137 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 56,945.00 |
| 930 | HOPE ST N | NORTH OF MOLSON ST | MOLSON ST | 0.174 | 8.00 | 8.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 115,892.00 |
| 970 | QUEEN ST | ROBERTSON ST | HAYWARD ST | 0.145 | 10.00 | 10.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 112,041.00 |
| 975 | QUEEN ST | DORSET ST W | ROBERTSON ST | 0.104 | 10.00 | 10.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 80,355.00 |
| 980 | QUEEN ST | AUGUST ST | DORSET ST W | 0.048 | 10.00 | 10.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 36,609.00 |
| 985 | QUEEN ST | SOUTH OF WALTON ST | AUGUSTA ST | 0.121 | 10.00 | 10.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 92,977.00 |
| 987 | QUEEN ST | WALTON ST | SOUTH OF WALTON | 0.094 | 10.00 | 10.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 72,339.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Base

| Road Section ID | Road Base Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Road Base Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|-------------------|----------------------|---------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|-----------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 990 | ROBERTSON ST | EAST OF QUEEN ST (N | MILL ST | 0.066 | 10.00 | 10.00 | Urban | COL | HC | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 58,818.00 |
| 995 | ROBERTSON ST | EAST OF QUEEN ST (S | MILL ST | 0.066 | 10.00 | 10.00 | Urban | COL | HC | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 59,296.00 |
| 1000 | ROBERTSON ST | QUEEN ST | WEST OF MILL ST S | 0.046 | 10.00 | 10.00 | Urban | COL | HC | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 41,476.00 |
| 1080 | BRAMLEY ST N | CUMBERLAND ST | BEDFORD ST | 0.111 | 7.00 | 7.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 68,380.00 |
| 1115 | SHERBOURNE ST | BRAMLEY ST S | 160m E of BRAMLEY S | 0.160 | 8.00 | 8.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 106,716.00 |
| 1240 | SMITH ST | HARRIS ST | PERCY ST | 0.104 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 43,229.00 |
| 1245 | SMITH ST | PERCY ST | PARK ST | 0.045 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 18,808.00 |
| 1250 | SMITH ST | PARK ST | DORSET ST W | 0.063 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 26,093.00 |
| 1265 | PINE ST S | AUGUSTA ST | DORSET ST | 0.161 | 8.00 | 8.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 107,183.00 |
| 1280 | PINE ST S | WALTON ST | ROSS ST | 0.162 | 8.00 | 8.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 107,850.00 |
| 1285 | PINE ST S | WALTON ST | SOUTH ST | 0.097 | 8.00 | 8.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 64,927.00 |
| 1290 | PINE ST S | NORTH ST | SOUTH ST | 0.143 | 8.00 | 8.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 95,410.00 |
| 1295 | PINE ST N | NORTH ST | BEDFORD ST | 0.148 | 10.50 | 10.50 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 117,441.00 |
| 1570 | SOUTH ST | BROWN ST | CAVAN ST | 0.102 | 7.00 | 7.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 62,995.00 |
| 1575 | SOUTH ST | BROWN STREET | 107m W of BROWN S | 0.105 | 7.00 | 7.00 | Urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 64,791.00 |
| 3330 | HILLCREST DR | TORONTO RD | VICTORIA ST N | 0.247 | 8.00 | 10.00 | Semi-urban | LOC | HC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 119,981.00 |
| 3850 | ROSEBERRY HILL RD | COUNTY RD 2 | SOUTH OF COUNTY R | 0.669 | 4.00 | 5.50 | Rural | LOC | GS | 1964 | 75 | 31% | 3 | 1 | 3 | based on life cycle | 2039 | 109,129.00 |
| 4630 | STONE HOUSE RD | COUNTY RD 9 | SOUTH END | 0.174 | 4.30 | 5.80 | Rural | LOC | GS | 1964 | 75 | 31% | 3 | 1 | 3 | based on life cycle | 2039 | 29,812.00 |
| 5650 | MANCHOFF RD | MASTWOODS RD | EAST END | 0.433 | 3.70 | 5.20 | Semi-urban | LOC | LC | 1964 | 75 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 93,984.00 |
| 30 | PETER ST | KING ST | HOPE ST S | 0.393 | 11.00 | 11.00 | Urban | ART | HC | 1965 | 75 | 32% | 3 | 5 | 15 | 2020 to 2024 | 2040 | 496,425.00 |
| 30 | PETER ST | KING ST | HOPE ST S | -0.100 | 14.00 | 14.00 | Urban | ART | HC | 1965 | 75 | 32% | 3 | 5 | 15 | 2020 to 2024 | 2040 | (124,106.00) |
| 400 | KING ST | SHUTER ST | MADISON ST | 0.267 | 6.00 | 8.00 | Semi-urban | LOC | HC | 1965 | 75 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 104,268.00 |
| 405 | KING ST | PETER ST | SHUTER ST | 0.126 | 6.00 | 6.00 | Urban | LOC | HC | 1965 | 75 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 70,917.00 |
| 860 | OXFORD ST | ONTARIO ST | WELLINGTON ST | 0.138 | 8.00 | 8.00 | Urban | LOC | HC | 1965 | 75 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 91,741.00 |
| 870 | OXFORD ST | ALFRED ST | ONTARIO ST | 0.138 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1965 | 75 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 57,098.00 |
| 880 | ORCHARD ST | ALFRED ST | ONTARIO ST | 0.138 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1965 | 75 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 57,222.00 |
| 2085 | SILVER CR | VICTORIA N | EAST OF VICTORIA S | 0.089 | 7.00 | 7.00 | Urban | LOC | HC | 1965 | 75 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 54,893.00 |
| 3440 | ANN ST | WEST OF TORONTO R | TORONTO RD | 0.111 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1965 | 75 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 45,802.00 |
| 3565 | LAKESHORE RD | 220m W of STRACHAN | BAULCH RD | 0.310 | 7.00 | 9.00 | Semi-urban | ART | HC | 1965 | 75 | 32% | 3 | 4 | 12 | 2020 to 2024 | 2040 | 184,826.00 |
| 3800 | SLEAMAN DR | CHOATE RD | SOUTH END | 0.317 | 4.90 | 6.40 | Semi-urban | LOC | LC | 1965 | 75 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 83,551.00 |
| 4655 | LAKEVIEW RD | COUNTY RD 28 | NORTH END | 0.553 | 4.90 | 6.40 | Rural | LOC | GS | 1965 | 75 | 32% | 3 | 1 | 3 | based on life cycle | 2040 | 51,953.00 |
| 1160 | ALEXANDER ST | POINTER ST | HARRIS ST | 0.084 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 36,835.00 |
| 1165 | ALEXANDER ST | HAYWARD ST | POINTER ST | 0.138 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 60,357.00 |
| 1170 | ALEXANDER ST | WEST OF HAYWARD S | HAYWARD ST | 0.199 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 87,225.00 |
| 1330 | SULLIVAN ST | LITTLE HOPE ST | EAST OF LITTLE HOP | 0.064 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 26,662.00 |
| 1335 | SULLIVAN ST | BRAMLEY ST. S | LITTLE HOPE ST | 0.118 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 48,906.00 |
| 1340 | SULLIVAN ST | VICTORIA ST S | BRAMLEY ST S | 0.181 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 74,923.00 |
| 1595 | SEYMOUR ST | BEDFORD ST | NORTH ST | 0.164 | 6.50 | 6.50 | Urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 96,553.00 |
| 1945 | LAVINIA ST | LAVINIA ST | SOUTH END OF COU | 0.047 | 14.00 | 14.00 | Urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 45,898.00 |
| 1950 | PERCIVAL ST | PERCIVAL ST | SOUTH END | 0.047 | 14.00 | 16.00 | Semi-urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 36,345.00 |
| 1955 | PERCIVAL ST | PERCIVAL ST | NORTH END | 0.060 | 14.00 | 16.00 | Semi-urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 46,547.00 |
| 1960 | PARK ST | VICTORIA ST N | EAST END | 0.059 | 8.50 | 8.50 | Urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 40,737.00 |
| 1965 | PERCIVAL ST | PERCIVAL CT | VICTORIA ST N | 0.069 | 8.50 | 10.50 | Semi-urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 34,935.00 |
| 1970 | PERCIVAL ST | TREFUSIS ST | PERCIVAL CT | 0.072 | 8.50 | 10.50 | Semi-urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 36,957.00 |
| 1975 | PERCIVAL ST | SCRIVEN BLVD | TREFUSIS ST | 0.258 | 8.50 | 10.50 | Semi-urban | LOC | HC | 1966 | 75 | 33% | 3 | 2 | 6 | based on life cycle | 2041 | 131,700.00 |
| 145 | HAMILTON RD | DALE RD | TELEPHONE RD | 2.025 | 7.40 | 8.90 | Rural | COL | LC | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 384,120.00 |
| 150 | HAMILTON RD | OUGH RD | DALE RD | 1.713 | 4.90 | 6.40 | Rural | LOC | LC | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 212,903.00 |
| 155 | HAMILTON RD | OUGH RD | BIRCHAVERN RD | 0.245 | 4.80 | 6.30 | Rural | LOC | GS | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 22,685.00 |
| 885 | CLOVELLY ST | ALFRED ST | ONTARIO ST | 0.135 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 55,968.00 |
| 1360 | VICTORIA ST S | STRACHAN ST | SHERBOURNE ST | 0.220 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 96,403.00 |
| 1665 | CHARLES ST | BRAMLEY ST. N | BRUTON ST | 0.181 | 7.00 | 7.00 | Urban | LOC | HC | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 111,249.00 |
| 1670 | CHARLES ST | VICTORIA ST N | BRAMLEY ST N | 0.164 | 7.00 | 7.00 | Urban | LOC | HC | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 101,154.00 |
| 1680 | CHARLES ST | WEST OF TORONTO R | TORONTO RD | 0.164 | 6.50 | 6.50 | Urban | LOC | HC | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 96,927.00 |
| 1685 | JULIA LN | BRAMLEY ST. N | JULIA ST | 0.180 | 3.00 | 3.00 | Urban | LOC | HC | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 73,582.00 |
| 1687 | JULIA ST | WALTON ST | JULIA LANE | 0.190 | 6.50 | 6.50 | Urban | LOC | HC | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 112,043.00 |
| 1887 | CRANBERRY RD | S SIDE HIGHWAY 401 R | N SIDE HIGHWAY 401 | 0.094 | 7.30 | 9.80 | Rural | COL | HC | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | - |
| 3073 | CHOATE RD | S SIDE HIGHWAY 401 R | N SIDE HIGHWAY 401 | 0.075 | 6.00 | 7.50 | Semi-urban | COL | LC | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | - |
| 3075 | CHOATE RD | HIGHWAY 401 ROW | 400m N OF HIGHWAY | 0.341 | 6.00 | 7.50 | Semi-urban | COL | LC | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 116,460.00 |
| 3605 | BAULCH RD | 190m N of LAKESHORE | LAKESHORE RD | 0.191 | 5.80 | 7.30 | Rural | LOC | LC | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 53,785.00 |
| 3610 | BAULCH RD | MARSH RD | 200m N of LAKESHOR | 1.582 | 5.80 | 7.30 | Rural | LOC | GS | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 336,909.00 |
| 3615 | BAULCH RD | HWY 401 | MARSH RD | 0.978 | 6.00 | 7.50 | Rural | LOC | LC | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 282,588.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Base

| Road Section ID | Road Base Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Road Base Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|------------------|----------------------|----------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|-----------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 3620 | MARSH RD | BRAND RD | BAULCH RD | 0.866 | 5.50 | 7.00 | Semi-urban | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 276,852.00 |
| 3625 | MARSH RD | HASKILL RD | BRAND RD | 0.754 | 5.50 | 7.00 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 227,261.00 |
| 3630 | MARSH RD | DEER PARK RD | HASKILL RD | 0.981 | 5.50 | 7.00 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 295,880.00 |
| 3635 | BRAND RD | NORTH OF LAKESHORE | LAKESHORE RD | 0.393 | 4.60 | 6.10 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 70,644.00 |
| 3640 | BRAND RD | HWY 401 | MARSH RD | 0.953 | 4.30 | 5.80 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 163,421.00 |
| 3645 | HASKILL RD | LAKESHORE RD | MARSH ROAD | 1.641 | 5.20 | 6.70 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 322,167.00 |
| 3650 | DICKINSON RD | LAKESHORE RD | MARSH RD | 1.481 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 400,687.00 |
| 3655 | DEER PARK RD | MARSH ROAD | S SIDE HIGHWAY 401 | 0.848 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 286,906.00 |
| 3656 | DEER PARK RD | S SIDE HIGHWAY 401 R | N SIDE HIGHWAY 401 | 0.091 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | - |
| 3657 | DEER PARK RD | N SIDE HIGHWAY 401 R | COUNTY RD 2 | 0.998 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 337,656.00 |
| 3660 | DEER PARK RD | COUNTY RD 2 | MARSH RD | 2.011 | 5.80 | 7.30 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 630,931.00 |
| 3670 | PORT BRITAIN RD | LAKESHORE RD | SOUTH END | 0.666 | 4.60 | 6.10 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 158,188.00 |
| 3680 | WILLOW BEACH RD | LAKESHORE RD | SOUTH OF LAKESHORE | 0.537 | 4.90 | 6.40 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 100,961.00 |
| 3685 | WILLOW BEACH RD | WOOLACOTT LN | LAKESHORE RD | 1.294 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 350,115.00 |
| 3695 | BESTS RD | WESLEYVILLE RD | MAIL RD | 0.648 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 182,443.00 |
| 3700 | WOOLACOTT LN | WILLOWBEACH RD | EAST OF WILLOWBEACH | 0.695 | 4.90 | 6.40 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 130,676.00 |
| 3710 | WESLEYVILLE RD | MAIL RD | LAKESHORE RD | 1.779 | 6.80 | 9.30 | Rural | ART | HCB | 1967 | 75 | 35% | 3 | 4 | 12 | 2020 to 2024 | 2042 | 1,013,738.00 |
| 3715 | WESLEYVILLE RD | BEST'S RD | MAIL RD | 0.689 | 6.80 | 9.30 | Rural | ART | HCB | 1967 | 75 | 35% | 3 | 4 | 12 | 2020 to 2024 | 2042 | 392,337.00 |
| 3720 | WESLEYVILLE RD | BEST'S RD | S SIDE HIGHWAY 401 | 0.301 | 6.80 | 9.30 | Rural | ART | HCB | 1967 | 75 | 35% | 3 | 4 | 12 | 2020 to 2024 | 2042 | 171,494.00 |
| 3721 | WESLEYVILLE RD | S SIDE HIGHWAY 401 R | N SIDE HIGHWAY 401 | 0.098 | 6.80 | 9.30 | Rural | ART | HCB | 1967 | 75 | 35% | 3 | 4 | 12 | 2020 to 2024 | 2042 | - |
| 3723 | WESLEYVILLE RD | N SIDE HIGHWAY 401 R | COUNTY RD 2 | 0.985 | 6.80 | 9.30 | Rural | ART | HCB | 1967 | 75 | 35% | 3 | 4 | 12 | 2020 to 2024 | 2042 | 561,203.00 |
| 3730 | STACEY RD | 325m N of LAKESHORE | LAKESHORE RD | 0.320 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 88,603.00 |
| 3735 | STACEY RD | MARYDALE PARK RD | 325m N of LAKESHORE | 1.201 | 3.50 | 5.00 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 220,832.00 |
| 3740 | MARYDALE PARK RD | WEBSTER RD | STACY RD | 0.826 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 238,699.00 |
| 3745 | MARYDALE PARK RD | EAST TOWNLINE RD | WEBSTER RD | 0.390 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 112,700.00 |
| 3750 | WALLACE WOOD RD | MARYDALE PARK RD | NORTH END | 0.773 | 4.30 | 5.80 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 175,127.00 |
| 3755 | WEBSTER RD | MARYDALE PARK RD | SOUTH END | 0.439 | 4.90 | 6.40 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 82,542.00 |
| 3760 | EAST TOWNLINE RD | LAKESHORE RD | MUNICIPAL BOUNDARY | 0.150 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 21,627.00 |
| 3765 | EAST TOWNLINE RD | MARYDALE RD | | 1.629 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 262,145.00 |
| 3770 | EAST TOWNLINE RD | S SIDE HIGHWAY 401 R | MARYDALE RD | 0.997 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 160,490.00 |
| 3771 | EAST TOWNLINE RD | N SIDE HIGHWAY 401 R | S SIDE HIGHWAY 401 | 0.095 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | - |
| 3773 | EAST TOWNLINE RD | COUNTY RD 2 | N SIDE HIGHWAY 401 | 0.725 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 116,706.00 |
| 3780 | CHOATE RD | SLEEMAN DR | 400m OF HIGHWAY 401 | 0.612 | 6.00 | 8.00 | Semi-urban | COL | HCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 290,945.00 |
| 3785 | CHOATE RD | HAWKINS RD | SLEEMAN DR | 0.519 | 6.00 | 8.50 | Rural | COL | HCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 241,891.00 |
| 3790 | CHOATE RD | CRANBERRY RD | HAWKINS RD | 0.516 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 166,203.00 |
| 3795 | CHOATE RD | DALE RD | CRANBERRY RD | 1.032 | 5.20 | 6.70 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 298,559.00 |
| 3805 | HAWKINS RD | DALE RD | CHOATE RD | 0.954 | 4.00 | 5.50 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 155,555.00 |
| 3810 | CRANBERRY RD | N SIDE HIGHWAY 401 R | CHOATE RD | 0.778 | 7.30 | 9.80 | Rural | COL | HCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 416,898.00 |
| 3815 | CRANBERRY RD | DALE RD | CHOATE RD | 0.634 | 7.30 | 9.80 | Rural | COL | HCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 339,708.00 |
| 3817 | HAWKINS RD | NORTH OF DALE RD | DALE RD | 0.663 | 4.60 | 6.10 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 119,093.00 |
| 3820 | SYLVAN GLEN RD | DALE RD | 4TH LINE | 2.014 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 567,050.00 |
| 3830 | FOX RD | DALE RD | SOUTH END | 1.180 | 4.90 | 6.40 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 221,862.00 |
| 3835 | GUIDEBOARD RD | TORONTO RD | SOUTH END | 0.932 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 252,286.00 |
| 3840 | SYMONS RD | COUNTY RD 2 | SOUTH END | 1.026 | 4.30 | 5.80 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 175,880.00 |
| 3845 | CLARKE RD | COUNTY RD 2 | SOUTH OF COUNTY RD 2 | 0.865 | 10.40 | 11.90 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 389,596.00 |
| 3860 | OUGHES RD | COUNTY ROAD 28 | HAMILTON RD | 0.843 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 209,547.00 |
| 3865 | 4TH LINE | KNOXVILLE RD | COUNTY RD 28 | 2.056 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 593,961.00 |
| 3870 | 4TH LINE | BARRIE RD | KNOXVILLE RD | 0.406 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 117,239.00 |
| 3875 | 4TH LINE | SYLVAN GLEN RD | BARRIE RD | 0.082 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 23,589.00 |
| 3880 | 4TH LINE | HARRIS RD | SYLVAN GLEN RD | 0.966 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 279,205.00 |
| 3885 | 4TH LINE | KELLOGG RD | COUNTY RD 10 | 0.909 | 6.40 | 7.90 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 307,446.00 |
| 3890 | 4TH LINE | ANDERSON RD | KELLOGG RD | 0.733 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 247,899.00 |
| 3895 | 4TH LINE | THOMPSON RD | ANDERSON RD | 0.831 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 281,242.00 |
| 3900 | 4TH LINE | DEER PARK RD | THOMPSON RD | 0.128 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 43,435.00 |
| 3905 | 4TH LINE | MASTWOODS RD | DEER PARK RD | 0.691 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 233,625.00 |
| 3910 | 4TH LINE | MORRIS CHURCH RD | MASTWOODS RD | 0.969 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 327,730.00 |
| 3915 | 4TH LINE | PIT RD | MORRISH CHURCH RD | 0.169 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 239,406.00 |
| 3930 | 4TH LINE | ROSEBERRY HILL RD | SZALAWGA RD | 0.113 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 36,492.00 |
| 3935 | 4TH LINE | RUNNALLS RD | ROSEBERRY HILL RD | 0.721 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 232,037.00 |
| 3940 | 4TH LINE | ZION RD | RUNNALLS RD | 0.108 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 34,771.00 |
| 3945 | 4TH LINE | JONES RD | ZION RD | 0.720 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 231,711.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Base

| Road Section ID | Road Base Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Road Base Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|--------------------|----------------------|--------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|-----------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 3950 | 4TH LINE | MCCULLOUGH RD | JONES RD | 0.943 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 303,456.00 |
| 3955 | MCULOUGH RD | 4TH LINE | MUNICIPAL BOUNDAR | 2.186 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 307,717.00 |
| 3960 | ZION RD | 4TH LINE | COUNTY RD 2 | 1.975 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 570,689.00 |
| 3965 | ROSEBERRY HILL RD | 4TH LINE | COUNTY RD 2 | 2.155 | 4.90 | 6.40 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 405,221.00 |
| 3975 | MORRISH CHURCH RD | COUNTY RD 2 | 4TH LINE | 2.003 | 7.00 | 8.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 652,115.00 |
| 3985 | PEARCE RD | COUNTY RD 74 | NORTH END | 0.969 | 4.90 | 6.40 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 182,107.00 |
| 3990 | KNOXVILLE RD | 4TH LINE | 4TH LINE | 0.610 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 151,629.00 |
| 3995 | KNOXVILLE RD | 5TH LINE | 4TH LINE | 2.359 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 586,383.00 |
| 4000 | KNOXVILLE RD | 6TH LINE | 5TH LINE | 2.035 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 572,987.00 |
| 4005 | KNOXVILLE RD | NORTH OF 6TH LINE | 6TH LINE | 1.232 | 4.30 | 5.80 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 279,204.00 |
| 4015 | HARRIS RD | 4TH LINE | NORTH END | 0.440 | 3.70 | 5.20 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 68,115.00 |
| 4020 | 4TH LINE | COUNTY RD. 10 | HARRIS RD | 0.841 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 243,008.00 |
| 4025 | MASSEY RD | KELLOG RD | COUNTY RD 10 | 0.994 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 268,880.00 |
| 4030 | BARRIE RD | 4TH LINE | 5TH LINE | 2.058 | 6.40 | 7.90 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 624,752.00 |
| 4040 | BROWN'S RD | 5TH LINE | HWY 28 | 1.402 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 379,418.00 |
| 4050 | 5TH LINE | JAMIESON RD | COUNTY RD 28 | 1.624 | 6.80 | 8.30 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 576,152.00 |
| 4055 | 5TH LINE | KNOXVILLE RD | JAMIESON RD | 0.812 | 6.80 | 8.30 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 288,176.00 |
| 4060 | 5TH LINE | HEASUP LN | KNOXVILLE RD | 0.457 | 6.80 | 8.30 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 162,268.00 |
| 4065 | 5TH LINE | BARRIE RD | HEASUP LN | 0.367 | 6.80 | 8.30 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 130,178.00 |
| 4070 | 5TH LINE | GRIST MILL RD | BARRIE RD | 1.272 | 6.80 | 8.30 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 451,279.00 |
| 4075 | 5TH LINE | COUNTY RD. 10 | GRIST MILL RD | 0.860 | 6.80 | 8.30 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 305,179.00 |
| 4080 | DODD'S RD | COUNTY RD 10 | EAST END | 0.609 | 4.60 | 6.10 | Semi-urban | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 153,317.00 |
| 4085 | HEASLIP LN | 5TH LINE | NORTH END | 0.515 | 4.00 | 5.50 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 84,029.00 |
| 4500 | 6TH LINE | SOUTH SLOPE DR | COUNTY RD 28 | 0.814 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 220,310.00 |
| 4505 | 6TH LINE | JAMIESON RD | SOUTH SLOPE DR | 0.967 | 4.90 | 6.40 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 181,795.00 |
| 4510 | 6TH LINE | KNOXVILLE RD | JAMIESON RD | 0.799 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 216,222.00 |
| 4515 | 6TH LINE | KNOXVILLE RD | 125m W OF KNOXVIL | 0.185 | 5.50 | 7.00 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 37,855.00 |
| 4517 | 6TH LINE | 125m W OF KNOXVILLE | 287m E OF CAMPBELL | 0.435 | 7.00 | 8.50 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 107,064.00 |
| 4519 | 6TH LINE | 287m E OF CAMPBELL | CAMPBELL RD | 0.287 | 6.00 | 7.50 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 62,697.00 |
| 4520 | 6TH LINE | GRIST MILL RD | CAMPBELL RD | 0.828 | 6.00 | 7.50 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 180,893.00 |
| 4525 | 6TH LINE | WEST OF GRIST MILL R | GRIST MILL RD | 0.304 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 79,031.00 |
| 4535 | JAMIESON RD | 6TH LINE | 6TH LINE | 0.248 | 5.50 | 7.00 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 50,700.00 |
| 4540 | JAMIESON RD | 7th LINE | 6th LINE | 2.020 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 568,934.00 |
| 4545 | WOODVALE SCHOOL RD | COUNTY RD. 9 | 7TH LINE | 2.077 | 5.80 | 7.30 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 442,323.00 |
| 4550 | WOODVALE SCHOOL RD | COUNTY RD 9 | 9th LINE | 2.056 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 578,967.00 |
| 4555 | WOODVALE SCHOOL RD | 9th LINE | 775m N of 9th LINE | 0.775 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 218,239.00 |
| 4560 | WOODVALE SCHOOL RD | 750m N of 9th LINE | NORTH END | 1.346 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 334,579.00 |
| 4565 | 7TH LINE | SOUTH SLOPE DR | COUNTY RD 28 | 0.830 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 280,851.00 |
| 4570 | 7TH LINE | JAMIESON RD | SOUTH SLOPE DR | 0.834 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 282,101.00 |
| 4575 | 7TH LINE | CAMPBELL RD | CAMPBELL RD | 1.646 | 6.40 | 8.90 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 659,555.00 |
| 4580 | 7TH LINE | CAMPBELL RD | GRIST MILL RD | 0.831 | 6.40 | 7.90 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 252,209.00 |
| 4583 | 7TH LINE | COUNTY RD 10 | GRIST MILL RD | 0.881 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 298,071.00 |
| 4585 | SOUTH SLOPE DR | 6TH LINE | 7TH LINE | 2.019 | 4.60 | 6.10 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 362,820.00 |
| 4590 | CAMPBELL RD | 945m S of 7th LINE | 6th LINE | 1.098 | 5.50 | 7.00 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 224,677.00 |
| 4595 | CAMPBELL RD | 7th LINE | 945m S of 7th LINE | 0.945 | 4.90 | 6.40 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 177,682.00 |
| 4600 | CAMPBELL RD | COUNTY RD 9 | 7TH LINE | 2.091 | 5.80 | 7.30 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 445,190.00 |
| 4605 | GRIST MILL RD | 6TH LINE | 5TH LINE | 1.393 | 6.00 | 7.50 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 304,244.00 |
| 4610 | GRIST MILL RD | 7TH LINE | 6TH LINE | 2.044 | 6.00 | 7.50 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 446,521.00 |
| 4615 | GRIST MILL RD | 700m S of COUNTY RD | 7th LINE | 1.819 | 5.80 | 7.30 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 387,308.00 |
| 4620 | GRIST MILL RD | COUNTY RD 9 | 700m S of COUNTY R | 0.644 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 181,350.00 |
| 4625 | CRUSE LN | COUNTY RD 9 | SOUTH END | 0.287 | 4.30 | 5.80 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 49,180.00 |
| 4635 | TINKERVILLE RD | COUNTY RD 9 | NORTH END | 0.472 | 5.20 | 6.70 | Semi-urban | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 129,813.00 |
| 4640 | 9TH LINE | HONEY RD | COUNTY RD 28 | 0.820 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 203,794.00 |
| 4645 | 9TH LINE | WOODVALE SCHOOL R | HONEY RD. | 0.861 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 214,021.00 |
| 4650 | HONEY RD | 9TH LINE | NORTH END | 1.201 | 4.90 | 6.40 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 225,811.00 |
| 4663 | GILMOUR RD | BEATTY LN | COUNTY RD 9 | 0.747 | 5.50 | 7.00 | Semi-urban | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 214,374.00 |
| 4665 | GILMOUR RD | BEATTY LN | COUNTY RD 9 | 1.327 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 359,073.00 |
| 4670 | GILMOUR RD | 10TH LINE | BEATTY LN | 2.058 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 556,946.00 |
| 4675 | BEATTY LN | GILMOUR RD | BEATTY LN | 0.734 | 6.40 | 7.90 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 222,768.00 |
| 4680 | LUNNY LN | 10TH LINE | SOUTH END | 1.004 | 5.20 | 6.70 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 197,040.00 |
| 4685 | POWER LINE RD | 10TH LINE | EASGLESON 1ST LIN | 1.036 | 5.20 | 6.70 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 203,476.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Base

| Road Section ID | Road Base Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Road Base Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|---------------------|------------------------|--------------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|-----------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 4690 | 10TH LINE | LUNNY LN | POWER LINE RD | 0.829 | 6.00 | 7.50 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 181,157.00 |
| 4695 | 10TH LINE | GILMOR RD | LUNNY LN | 0.856 | 6.00 | 7.50 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 187,086.00 |
| 4700 | 10TH LINE | WRIGHT RD | GILMOR RD | 0.790 | 6.00 | 7.50 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 172,627.00 |
| 4705 | 10TH LINE | COUNTY RD. 10 | WRIGHT RD | 0.638 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 184,288.00 |
| 4710 | 10TH LINE | WALKER RD | COUNTY RD 10 | 2.498 | 5.20 | 6.70 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 490,370.00 |
| 4715 | EAGLESON 1ST LINE | COUNTY RD 28 | 550m W OF COUNTY ROAD 28 | | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 76,577.00 |
| 4720 | EAGLESON 1ST LINE | 550m W OF COUNTY RD | POWERLINE RD | 1.908 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 195,211.00 |
| 4725 | EAGLESON 1ST LINE | POWERLINE RD | WEST END | 0.957 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 97,956.00 |
| 4730 | EAGLESON 1ST LINE | COUNTY RD 10 | EAST END | 1.770 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 181,141.00 |
| 4735 | WRIGHT RD | COUNTY RD 10 | 10TH LINE | 2.875 | 6.40 | 7.90 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 872,761.00 |
| 4740 | CHALLICE 1ST LINE | COUNTY RD 10 | EAST END | 2.060 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 224,970.00 |
| 4760 | WALKER RD | 1600m N of OAK HILL RD | 10th LINE | 0.525 | 4.30 | 5.80 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 89,997.00 |
| 4765 | WALKER RD | OAK HILL RD | 1600m N of OAK HILL | 1.605 | 4.30 | 5.80 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 363,621.00 |
| 4770 | OAK HILL RD | WALKER RD | EAST OF WALKER RD | 0.459 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 124,076.00 |
| 4775 | OAK HILL RD | DEANS HILL RD | WALKER RD | 0.134 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 36,148.00 |
| 4780 | OAK HILL RD | BLAKE RD | DEANS HILL RD | 0.685 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 185,220.00 |
| 4785 | OAK HILL RD | HILLCREST RD | BLAKE RD | 0.159 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 42,943.00 |
| 4790 | OAK HILL RD | MCMURRAY LN | HILLCREST RD | 1.738 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 470,336.00 |
| 4795 | OAK HILL RD | BEAVERMEADOW RD | MCMURRAY LN | 1.446 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 391,230.00 |
| 4800 | OAK HILL RD | TREW RD | BEAVERMEADOW RD | 0.192 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 51,901.00 |
| 4805 | OAK HILL RD | COLD SPRINGS CAMP | TREW RD | 1.875 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 466,025.00 |
| 4810 | BLAKE RD | OAK HILL RD | NORTH END | 1.753 | 4.30 | 5.80 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 300,519.00 |
| 4815 | HILLCREST RD | COUNTY RD 9 | OAK HILL RD | 2.057 | 4.00 | 5.50 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 335,544.00 |
| 4820 | MCMURRAY LN | OAK HILL RD | NORTH END | 0.294 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 85,038.00 |
| 4825 | TREW RD | OAK HILL RD | NORTH END | 1.443 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 390,441.00 |
| 4830 | COLDSPRINGS CAMP RD | COUNTY RD 9 | OAK HILL RD | 2.223 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 357,890.00 |
| 4835 | COLDSPRINGS CAMP RD | OAK HILL RD | 10th LINE | 1.557 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 250,586.00 |
| 4837 | COLDSPRINGS CAMP RD | 10th LINE | NORTH END | 0.080 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 11,603.00 |
| 4840 | 10TH LINE | COLD SPRING CAMP RD | EAST OF COLD SPRING | 0.431 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 116,523.00 |
| 4845 | SPRUCE GROVE RD | COUNTY RD 9 | NORTH END | 0.992 | 4.00 | 5.50 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 161,862.00 |
| 4850 | DUNDEE CR | FORSYTHE LN | COUNTY RD | 0.089 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 22,981.00 |
| 4855 | DUNDEE CR | DECKER HOLLOW RD | FORSYTHE LN | 0.301 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 78,180.00 |
| 4860 | DUNDEE CR | COLD SPRINGS CAMP | DECKER HOLLOW RD | 0.459 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 119,121.00 |
| 4870 | DECKER HOLLOW RD | DUNDEE CR | SOUTH END | 1.565 | 4.30 | 5.80 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 177,323.00 |
| 4875 | RIDGEVIEW RD | COUNTY RD 9 | SOUTH END | 0.355 | 4.30 | 5.80 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 80,427.00 |
| 4880 | BEAVERMEADOW RD | COUNTY RD 9 | OAK HILL RD | 2.389 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 646,359.00 |
| 4885 | ELIZABETH ST | COUNTY RD 65 | WEST END | 0.160 | 3.70 | 5.20 | Semi-urban | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 34,692.00 |
| 4890 | LONGYEAR LN | COUNTY RD 9 | SOUTH END | 1.297 | 4.60 | 6.10 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 233,089.00 |
| 4895 | FEATHERSTONE LN | NORTH END | | 0.961 | 3.70 | 5.20 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 148,829.00 |
| 4900 | AGAR RD | COUNTY RD 9 | SOUTH END | 1.091 | 4.30 | 5.80 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 187,026.00 |
| 4905 | RICHARDSON RD | COUNTY RD 9 | 7TH LINE | 2.172 | 5.20 | 6.70 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 426,320.00 |
| 4910 | RICHARDSON RD | NORTH OF COUNTY RD | COUNTY RD 9 | 0.308 | 4.60 | 6.10 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 55,389.00 |
| 4913 | SLEEPY HOLLOW LN | 7TH LINE | NORTH END | 0.702 | 4.00 | 5.50 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 114,481.00 |
| 4915 | DEANS HILL RD | COUNTY RD 9 | OAK HILL RD | 2.190 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 592,461.00 |
| 4920 | BEECH HILL RD | 7th LINE | COUNTY RD 9 | 2.161 | 5.50 | 7.00 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 442,185.00 |
| 4925 | WILSON LN | COUNTY RD 9 | SOUTH END | 0.443 | 4.90 | 6.40 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 83,344.00 |
| 4930 | HAMMILL RD | COUNTY RD 9 | NORTH END | 0.571 | 4.30 | 5.80 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 129,381.00 |
| 4935 | MILL ST | 7TH LINE | SOUTH END | 0.722 | 3.40 | 4.90 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 105,721.00 |
| 4940 | MILL ST | 7TH LINE | LACROSE CR | 1.535 | 5.20 | 6.70 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 443,911.00 |
| 4945 | MILL ST | JOHN ST | LAROSE CR | 0.466 | 5.20 | 6.70 | Semi-urban | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 142,728.00 |
| 4950 | MILL ST | COUNTY RD 9 | JOHN ST | 0.140 | 5.20 | 6.70 | Semi-urban | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 42,991.00 |
| 4955 | MILL ST | NORTH OF COUNTY RD | COUNTY RD 9 | 1.363 | 4.60 | 6.10 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 244,900.00 |
| 4960 | JOHN ST | MILL ST | COUNTY RD 9 | 0.229 | 3.40 | 4.90 | Semi-urban | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 46,893.00 |
| 5020 | 7TH LINE | PERRYTOWN RD | PERRYTOWN RD | 0.176 | 6.40 | 7.90 | Semi-urban | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 62,998.00 |
| 5025 | 7TH LINE | MILL ST | PERRYTOWN RD | 0.835 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 282,582.00 |
| 5030 | 7TH LINE | SLEEPY HOLLOW LN | MILL ST | 0.822 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 278,249.00 |
| 5035 | 7TH LINE | BEECH HILL RD | FARINI RD | 0.831 | 6.40 | 7.90 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 252,397.00 |
| 5040 | 7TH LINE | RICHARSONS RD | BEECH HILL RD | 0.783 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 265,037.00 |
| 5045 | 7TH LINE | SOKAY'S RD | RICHARSONS RD | 1.653 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 559,201.00 |
| 5050 | 7TH LINE | COUNTY RD. 65 | SOKAY'S RD | 0.856 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 289,617.00 |
| 5055 | 7th LINE | COUNTY RD 65 | RIDGEVIEW RD | 0.863 | 4.90 | 6.40 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 162,264.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Base

| Road Section ID | Road Base Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Road Base Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|------------------|--------------------|--------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|-----------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 5060 | RIDGEVIEW RD | COUNTY RD 65 | NORTH END | 0.393 | 4.90 | 6.40 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 73,893.00 |
| 5065 | PERRYTOWN RD | 7TH LINE | SOUTH OF 7TH LINE | 0.589 | 4.90 | 6.40 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 110,734.00 |
| 5067 | PERRYTOWN RD | NORTH OF 7TH LINE | 7TH LINE | 0.172 | 5.50 | 7.00 | Semi-urban | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 49,406.00 |
| 5070 | FARINI RD | 7TH LINE | SOUTH END | 1.032 | 5.50 | 7.00 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 211,242.00 |
| 5075 | SOKAY'S RD | 7TH LINE | SOUTH END | 0.882 | 5.20 | 6.70 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 173,122.00 |
| 5095 | GLENVALLEY RD | LOYALIST RD | NORTH END | 1.365 | 4.60 | 6.10 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 245,358.00 |
| 5600 | ANDERSON RD | 4TH LINE | LOYALIST RD | 2.088 | 6.40 | 7.90 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 634,005.00 |
| 5605 | LOYALIST RD | KELLOGG RD | ANDERSON RD | 0.797 | 6.70 | 8.20 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 250,693.00 |
| 5610 | LOYALIST RD | ANDERSON RD | NORTH END | 1.229 | 4.00 | 5.50 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 200,461.00 |
| 5615 | THOMPSON RD | 4TH LINE | NORTH END | 1.519 | 4.60 | 6.10 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 273,085.00 |
| 5620 | MASTWOODS RD | PELMO PARK DR (S) | 4TH LINE | 1.221 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 393,255.00 |
| 5625 | MASTWOODS RD | PELMO PARK DR (N) | PELMO PARK DR (S) | 0.242 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 78,030.00 |
| 5630 | MASTWOODS RD | MANCHOFF RD | PELMO PARK DR (N) | 0.775 | 6.00 | 7.50 | Semi-urban | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 264,621.00 |
| 5635 | MASTWOODS RD | FISHER RD | MANCHOFF RD | 2.002 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 644,692.00 |
| 5640 | MASTWOODS RD | COUNTY RD. 65 | FISHER RD | 0.916 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 75 | 35% | 3 | 3 | 9 | based on life cycle | 2042 | 295,049.00 |
| 5660 | 5TH LINE | WEST OF DUNN RD | EAST OF COUNTY RD | 4.074 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 1,102,499.00 |
| 5665 | SZALAWIGA RD | 4TH LINE | NORTH END | 1.033 | 4.30 | 5.80 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 177,119.00 |
| 5670 | RUNNALLS RD | 4TH LINE | 5TH LINE | 2.034 | 4.90 | 6.40 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 382,476.00 |
| 5675 | JONES RD | 4TH LINE | NORTH END | 1.055 | 4.60 | 6.10 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 189,649.00 |
| 5690 | BELL'S HILL RD | COUNTY ROAD 65 | NORTH END | 0.763 | 4.60 | 6.10 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 137,141.00 |
| 5695 | 6TH LINE | PARSONS RD | COUNTY RD 65 | 0.824 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 213,827.00 |
| 5700 | 6TH LINE | EAST OF DUNN RD | PARSONS RD | 0.887 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 230,249.00 |
| 5705 | 6TH LINE | EAST TOWNLINE RD | DUNN RD | 0.870 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 225,880.00 |
| 5710 | EAST TOWNLINE RD | 6th LINE | 150m N OF 6TH LINE | 0.360 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 104,018.00 |
| 5713 | EAST TOWNLINE RD | 150m N of 6th LINE | CLARINGTON CONC | 1.615 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 209,586.00 |
| 5715 | PARSONS RD | COUNTY RD 65 | NORTH END | 0.350 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 98,576.00 |
| 5780 | DUNN RD | 5TH LINE | 6TH LINE | 1.990 | 4.30 | 5.80 | Rural | LOC | GST | 1967 | 75 | 35% | 3 | 1 | 3 | based on life cycle | 2042 | 341,130.00 |
| 5785 | 6TH LINE | COUNTY RD. 65 | COUNTY RD 65 | 0.171 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 44,512.00 |
| 5790 | ZION RD | COUNTY ROAD 2 | WEST END | 0.333 | 6.00 | 8.50 | Rural | LOC | HCB | 1967 | 75 | 35% | 3 | 2 | 6 | based on life cycle | 2042 | 127,562.00 |
| 1350 | THOMAS ST | WALTON ST | SOUTH OF WALTON | 0.109 | 3.00 | 5.00 | Semi-urban | LOC | HCB | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 26,917.00 |
| 1585 | NORTH ST | BROWN ST | CAVAN ST | 0.102 | 6.00 | 6.00 | Urban | LOC | HCB | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 57,228.00 |
| 1920 | ARTHUR ST | TORONTO RD | VICTORIA ST N | 0.200 | 7.80 | 9.80 | Semi-urban | LOC | HCB | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 95,476.00 |
| 3085 | CENTENNIAL DR | CROSSLEY DR | CAVAN ST | 0.127 | 9.00 | 9.00 | Urban | COL | HCB | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 105,919.00 |
| 3090 | CENTENNIAL DR | CALGARY ST | CROSSLEY DR | 0.129 | 9.00 | 9.00 | Urban | COL | HCB | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 107,525.00 |
| 3095 | CENTENNIAL DR | CROSSLEY DR | ST. ANDREWS RD | 0.108 | 9.00 | 9.00 | Urban | COL | HCB | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 90,107.00 |
| 3100 | CENTENNIAL DR | ST. ANDREWS RD | CAMPBELL RD | 0.109 | 9.00 | 9.00 | Urban | COL | HCB | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 91,238.00 |
| 3105 | CENTENNIAL DR | CAMPBELL RD | CALGARY ST | 0.108 | 9.00 | 9.00 | Urban | COL | HCB | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 90,111.00 |
| 3185 | CROSSLEY DR | CENTENNIAL DR | ST. ANDREWS RD | 0.299 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 214,863.00 |
| 3190 | CROSSLEY DR | ST ANDREWS RD | CAMPBELL RD | 0.111 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 79,831.00 |
| 3195 | CROSSLEY DR | CAMPBELL RD | CALGARY ST | 0.111 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 79,743.00 |
| 3200 | CROSSLEY DR | CALGARY ST | CENTENNIAL DR | 0.198 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 142,395.00 |
| 3205 | CALGARY ST | CROSSLEY DR | CENTENNIAL DR | 0.124 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 88,934.00 |
| 3210 | CAMPBELL RD | CROSSLEY DR | CENTENNIAL DR | 0.148 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 106,121.00 |
| 3215 | ST ANDREWS RD | CROSSLEY DR | CENTENNIAL DR | 0.173 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 124,016.00 |
| 3220 | CROSSLEY DR | CENTENNIAL DR | JOCELYN ST | 0.070 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 75 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 50,480.00 |
| 115 | HAMILTON RD | WARD ST | PETER ST | 0.590 | 7.50 | 9.50 | Semi-urban | ART | HCB | 1969 | 75 | 37% | 3 | 4 | 12 | 2020 to 2024 | 2044 | 185,594.00 |
| 120 | HAMILTON RD | PEACOCK RD | WARD ST | 0.243 | 7.50 | 9.50 | Semi-urban | ART | HCB | 1969 | 75 | 37% | 3 | 4 | 12 | 2020 to 2024 | 2044 | 76,393.00 |
| 175 | WARD ST | ELGIN ST. N | DEBLAQUIRE ST N | 0.171 | 10.00 | 12.00 | Semi-urban | COL | HCB | 1969 | 75 | 37% | 3 | 3 | 9 | based on life cycle | 2044 | 121,627.00 |
| 205 | WARD ST | MILL ST | WARD ST | 0.072 | 10.00 | 10.00 | Urban | COL | HCB | 1969 | 75 | 37% | 3 | 3 | 9 | based on life cycle | 2044 | 64,849.00 |
| 945 | MARSH ST | WEST OF HAYWARD ST | ELDORADO PL | 0.299 | 7.50 | 7.50 | Urban | LOC | HCB | 1969 | 75 | 37% | 3 | 2 | 6 | based on life cycle | 2044 | 191,852.00 |
| 950 | CHOATE ST | HAYWARD ST | MARSH ST | 0.130 | 7.50 | 7.50 | Urban | LOC | HCB | 1969 | 75 | 37% | 3 | 2 | 6 | based on life cycle | 2044 | 83,382.00 |
| 1300 | ROSS ST | WEST OF PINE ST S | PINE ST S | 0.103 | 3.00 | 5.00 | Semi-urban | LOC | HCB | 1969 | 75 | 37% | 3 | 2 | 6 | based on life cycle | 2044 | 25,388.00 |
| 1640 | HAGERMAN ST | NORTH OF WALTON ST | WALTON ST | 0.142 | 8.00 | 8.00 | Urban | LOC | HCB | 1969 | 75 | 37% | 3 | 2 | 6 | based on life cycle | 2044 | 94,526.00 |
| 1660 | BALDWIN ST | JULIA ST | EAST OF JULIA ST | | 8.00 | 8.00 | Urban | LOC | HCB | 1969 | 75 | 37% | 3 | 2 | 6 | based on life cycle | 2044 | 69,825.00 |
| 3430 | MARSH RD | BULGH RD | RAPLEY BLVD | 0.673 | 7.00 | 9.00 | Semi-urban | COL | HCB | 1969 | 75 | 37% | 3 | 3 | 9 | based on life cycle | 2044 | 359,193.00 |
| 395 | CALDWELL ST | KING ST | EAST OF KING ST | 0.137 | 6.00 | 8.00 | Urban | LOC | HCB | 1970 | 75 | 39% | 3 | 2 | 6 | based on life cycle | 2045 | 53,675.00 |
| 545 | MCCAUL ST | HOPE ST S | ELGIN ST S | 0.136 | 7.00 | 7.00 | Urban | LOC | HCB | 1970 | 75 | 39% | 3 | 2 | 6 | based on life cycle | 2045 | 83,791.00 |
| 645 | MADISON ST | MILL ST S | KING ST | 0.077 | 6.50 | 8.50 | Semi-urban | LOC | HCB | 1970 | 75 | 39% | 3 | 2 | 6 | based on life cycle | 2045 | 32,078.00 |
| 605 | BOBS DR | YOUNG ST | HARCOURT ST | 0.090 | 6.00 | 6.00 | Urban | LOC | HCB | 1971 | 75 | 40% | 3 | 2 | 6 | based on life cycle | 2046 | 50,660.00 |
| 820 | THOMPSON DR | ONTARIO ST | MILL ST | 0.045 | 7.00 | 7.00 | Urban | LOC | HCB | 1971 | 75 | 40% | 3 | 2 | 6 | based on life cycle | 2046 | 27,835.00 |
| 925 | BENNETT CT | WEST OF HOPE ST N | HOPE ST N | 0.104 | 8.00 | 8.00 | Urban | LOC | HCB | 1971 | 75 | 40% | 3 | 2 | 6 | based on life cycle | 2046 | 69,243.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Base

| Road Section ID | Road Base Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Road Base Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|-----------------|------------------------|-------------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|-----------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 1195 | HARRIS ST | CATHERINE ST | SMITH ST | 0.061 | 5.00 | 7.00 | Semi-urban | LOC | HC | 1971 | 75 | 40% | 3 | 2 | 6 | based on life cycle | 2046 | 20,796.00 |
| 1200 | HARRIS ST | HAY ST | CATHERINE ST | 0.124 | 5.00 | 7.00 | Semi-urban | LOC | HC | 1971 | 75 | 40% | 3 | 2 | 6 | based on life cycle | 2046 | 42,615.00 |
| 1205 | HARRIS ST | WEST OF HAY ST | HAY ST | 0.029 | 5.00 | 7.00 | Semi-urban | LOC | HC | 1971 | 75 | 40% | 3 | 2 | 6 | based on life cycle | 2046 | 10,059.00 |
| 3775 | TELEPHONE RD | HAMILTON RD | COUNTY RD 28 | 1.295 | 6.70 | 8.70 | Semi-urban | COL | HC | 1971 | 75 | 40% | 3 | 3 | 9 | based on life cycle | 2046 | 668,856.00 |
| 45 | DORSET ST E | WESTINGHOUSE DR | EAST OF WESTINGHOUSE DR | 0.121 | 7.50 | 9.50 | Semi-urban | LOC | HC | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 55,797.00 |
| 50 | WESTINGHOUSE DR | DORSET ST. E | PETER ST | 0.044 | 7.50 | 9.50 | Semi-urban | LOC | HC | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 20,552.00 |
| 55 | DORSET ST E | ROSE GLEN RD S | WESTINGHOUSE DR | 0.105 | 7.50 | 9.50 | Semi-urban | LOC | HC | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 48,364.00 |
| 355 | HOPE ST S | MCCUAL ST | FRANCIS ST | 0.266 | 10.00 | 10.00 | Urban | COL | HC | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 238,405.00 |
| 360 | HOPE ST S | WARD ST | MCCUAL ST | 0.073 | 10.00 | 10.00 | Urban | COL | HC | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 65,465.00 |
| 370 | HOPE ST N | HARCOURT ST | WARD ST | 0.116 | 10.00 | 10.00 | Urban | COL | HC | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 104,046.00 |
| 375 | HOPE ST N | YOUNG ST | HARCOURT ST | 0.105 | 10.00 | 10.00 | Urban | COL | HC | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 93,925.00 |
| 380 | HOPE ST N | BLOOMSGROVE AVE | YOUNG ST | 0.087 | 10.00 | 10.00 | Urban | COL | HC | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 78,329.00 |
| 385 | HOPE ST N | ONTARIO ST | BLOOMSGROVE AVE | 0.331 | 10.00 | 10.00 | Urban | COL | HC | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 297,423.00 |
| 500 | FRANCIS ST | HOPE ST S | ELGIN ST S | 0.137 | 6.00 | 6.00 | Urban | LOC | HC | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 77,336.00 |
| 505 | FRANCIS ST | ELGIN ST. S | DEBLAQUIRE ST S | 0.139 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 61,127.00 |
| 510 | FRANCIS ST | DEBLAQUIRE ST S | EAST END | 0.124 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 54,538.00 |
| 515 | PRINCESS ST | WILLIAM ST | DORSET ST | 0.259 | 6.30 | 8.30 | Semi-urban | LOC | HC | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 104,964.00 |
| 520 | PRINCESS ST | WARD ST | WILLIAM ST | 0.281 | 6.30 | 8.30 | Semi-urban | LOC | HC | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 113,926.00 |
| 1930 | FRASER ST | TORONTO RD | TREFUSIS ST | 0.161 | 7.80 | 9.80 | Semi-urban | LOC | HC | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 76,768.00 |
| 3080 | MCKIBBON ST | CAVAN ST | EAST OF CAVAN ST | 0.059 | 7.50 | 7.50 | Urban | LOC | HC | 1972 | 75 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 37,827.00 |
| 165 | WARD ST | ROSE GLEN RD N | HAMILTON RD | 0.880 | 7.00 | 9.00 | Semi-urban | COL | HC | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 470,040.00 |
| 215 | PEACOCK BLVD | ARTHUR MARK DR | HAMILTON RD | 0.071 | 9.00 | 9.00 | Urban | COL | HC | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 59,138.00 |
| 217 | ARTHUR MARK DR | PEACOCK BLVD | PEACOCK BLVD | 0.325 | 9.00 | 9.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 233,464.00 |
| 220 | PEACOCK BLVD | ARTHUR MARK DR | ARTHUR MARK D | 0.305 | 9.00 | 9.00 | Urban | COL | HC | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 254,323.00 |
| 225 | PEACOCK BLVD | STANLEY DR | ARTHUR MARK DR | 0.225 | 9.00 | 9.00 | Urban | COL | HC | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 187,994.00 |
| 300 | STANLEY DR | PEACOCK BLVD | POCHON AVE (WEST) | 0.133 | 9.00 | 9.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 95,925.00 |
| 305 | STANLEY DR | POCHON AVE (WEST) | POCHON AVE (EAST) | 0.149 | 9.00 | 9.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 107,061.00 |
| 310 | STANLEY DR | POCHON AVE (EAST) | HAMILTON RD | 0.072 | 9.00 | 9.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 51,528.00 |
| 315 | KELLY CR | PEACOCK BLVD | PEACOCK BLVD | 0.094 | 9.00 | 9.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 67,830.00 |
| 320 | POCHON AV | STANLEY DR | STANLEY DR | 0.361 | 9.00 | 9.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 259,398.00 |
| 340 | HOPE ST S | PETER ST | LAKE ST | 0.240 | 10.00 | 12.00 | Semi-urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 139,699.00 |
| 345 | HOPE ST S | DORSET ST. E | PETER ST | 0.162 | 10.00 | 10.00 | Urban | COL | HC | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 145,346.00 |
| 350 | HOPE ST S | FRANCIS ST | DORSET ST E | 0.260 | 10.00 | 10.00 | Urban | COL | HC | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 233,619.00 |
| 435 | SHAW ST | ARMOUR ST | KING ST | 0.061 | 6.00 | 6.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 34,337.00 |
| 440 | ARMOUR ST | WARD ST | SHAW ST | 0.123 | 6.00 | 6.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 69,555.00 |
| 1260 | PERCY ST | CATHERINE ST | SMITH ST | 0.061 | 4.70 | 6.70 | Semi-urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 19,990.00 |
| 1540 | OLD CAVAN ST | CAVAN ST | N/E OF CAVAN ST | 0.232 | 3.00 | 5.00 | Semi-urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 57,381.00 |
| 1900 | HIGHLAND DR | PINE ST N EXTENSION | CAVAN ST | 0.378 | 9.00 | 9.00 | Urban | COL | HC | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 315,778.00 |
| 3110 | CENTENNIAL DR | HEWSON DR | CROSSLEY DR | 0.152 | 9.00 | 9.00 | Urban | COL | HC | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 126,489.00 |
| 3115 | CENTENNIAL DR | HEWSON DR | HEWSON DR | 0.081 | 9.00 | 9.00 | Urban | COL | HC | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 67,452.00 |
| 3120 | CENTENNIAL DR | CAROL PL | HEWSON DR | 0.205 | 9.00 | 9.00 | Urban | COL | HC | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 170,696.00 |
| 3125 | CENTENNIAL DR | PAYNE CR | CAROL PL | 0.115 | 9.00 | 9.00 | Urban | COL | HC | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 96,030.00 |
| 3130 | CENTENNIAL DR | VAUGHAN AVE | PAYNE CR | 0.497 | 9.00 | 9.00 | Urban | COL | HC | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 414,332.00 |
| 3135 | CENTENNIAL DR | PAYNE CR | VAUGHAN AVE | 0.231 | 9.00 | 9.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 165,678.00 |
| 3140 | PAYNE CR | CENTENNIAL DR | JOCELYN ST | 0.065 | 9.00 | 9.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 46,781.00 |
| 3145 | PAYNE CRES | VAUGHAN AVE | CENTENNIAL DR | 0.097 | 9.00 | 9.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 69,885.00 |
| 3150 | PAYNE CRES | CENTENNIAL DR | VAUGHAN AVE | 0.335 | 9.00 | 9.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 240,687.00 |
| 3155 | VAUGHAN AV | VICTORIA ST N | PAYNE CR | 0.146 | 9.00 | 9.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 104,756.00 |
| 3160 | DIANE PL | PAYNE CR | SOUTH OF PAYNE CR | 0.089 | 9.00 | 9.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 64,074.00 |
| 3175 | CAROL PL | NORTH OF CENTENNIAL DR | CENTENNIAL DR | 0.068 | 9.00 | 9.00 | Urban | LOC | HC | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 49,062.00 |
| 3675 | JANE ST | PORT BRITAIN RD | EAST END | 0.137 | 3.00 | 4.50 | Rural | LOC | GST | 1973 | 75 | 43% | 3 | 1 | 3 | based on life cycle | 2048 | 18,491.00 |
| 3855 | ZION RD | COUNTY RD. 2 | SOUTH OF COUNTY RD. 2 | 0.368 | 4.00 | 5.50 | Rural | LOC | GST | 1973 | 75 | 43% | 3 | 1 | 3 | based on life cycle | 2048 | 59,963.00 |
| 5645 | PELMO PARK DR | MASTWOODS RD | MASTWOODS RD | 0.951 | 6.00 | 7.50 | Semi-urban | LOC | LCB | 1973 | 75 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 291,485.00 |
| 60 | DORSET ST E | NELSON ST | ROSE GLEN RD. S | 0.417 | 7.50 | 9.50 | Semi-urban | LOC | HC | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 192,867.00 |
| 900 | WALNUT ST | MOLSON ST | ALFRED ST | 0.202 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 83,780.00 |
| 5655 | PIT RD | 4TH LINE | NORTH END | 1.479 | 6.80 | 8.30 | Rural | LOC | LCB | 1974 | 75 | 44% | 3 | 2 | 6 | based on life cycle | 2049 | 470,781.00 |
| 625 | ELLEN ST | ONTARIO ST | HOPE ST N | 0.256 | 7.00 | 7.00 | Urban | LOC | HC | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 157,775.00 |
| 630 | ELLEN ST | MARTHA ST | ONTARIO ST | 0.146 | 7.00 | 7.00 | Urban | LOC | HC | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 90,141.00 |
| 640 | CAROLINE ST | ONTARIO ST | MARGARET ST | 0.388 | 6.50 | 6.50 | Urban | LOC | HC | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 228,718.00 |
| 1437 | RIDOUT ST | EAST OF JULIA ST | JULIA ST | 0.068 | 9.40 | 9.40 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 64,029.00 |
| 1440 | RIDOUT ST | LITTLE HOPE S | JULIA ST | 0.061 | 9.40 | 9.40 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 57,111.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Base

| Road Section ID | Road Base Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Road Base Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|----------------|--------------------|--------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|-----------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 1445 | RIDOUT ST | BRAMLEY ST. N | LITTLE HOPE ST | 0.120 | 9.40 | 9.40 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 112,399.00 |
| 1450 | RIDOUT ST | TORONTO RD | BRAMLEY ST N | 0.168 | 9.40 | 9.40 | Urban | ART | HC | 1975 | 75 | 45% | 3 | 5 | 15 | 2020 to 2024 | 2050 | 157,067.00 |
| 1565 | BROWN DR | BROWN ST | EAST OF BROWN ST | 0.054 | 3.00 | 3.00 | Urban | LOC | HC | 1975 | 75 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 22,156.00 |
| 1905 | HIGHLAND DR | VICTORIA ST N | PINE ST N EXTENSIO | 0.791 | 9.00 | 9.00 | Urban | COL | HC | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 660,309.00 |
| 620 | BLOOMSGROVE AV | ONTARIO ST | HOPE ST N | 0.354 | 8.00 | 8.00 | Urban | LOC | HC | 1976 | 75 | 47% | 3 | 2 | 6 | based on life cycle | 2051 | 236,287.00 |
| 4045 | BROWN'S RD | NORTH OF 5TH LINE | 5TH LINE | 0.405 | 4.60 | 6.10 | Rural | LOC | GS | 1976 | 75 | 47% | 3 | 1 | 3 | based on life cycle | 2051 | 72,852.00 |
| 5680 | FISHER RD | MASTWOODS RD | SOUTH END | 0.169 | 4.00 | 5.50 | Rural | LOC | GS | 1976 | 75 | 47% | 3 | 1 | 3 | based on life cycle | 2051 | 27,568.00 |
| 5685 | FISHER RD | MASTWOODS RD | NORTH END | 0.442 | 4.00 | 5.50 | Rural | LOC | GS | 1976 | 75 | 47% | 3 | 1 | 3 | based on life cycle | 2051 | 72,100.00 |
| 410 | KING ST | DORSET ST. E | PETER ST | 0.173 | 6.00 | 6.00 | Urban | LOC | HC | 1977 | 75 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 97,679.00 |
| 420 | KING ST | WILLIAM ST | DORSET ST E | 0.272 | 6.00 | 6.00 | Urban | LOC | HC | 1977 | 75 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 153,050.00 |
| 425 | KING ST | ARMOUR ST | WILLIAM ST | 0.033 | 6.00 | 6.00 | Urban | LOC | HC | 1977 | 75 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 18,752.00 |
| 430 | KING ST | WARD ST | ARMOUR ST | 0.189 | 6.00 | 6.00 | Urban | LOC | HC | 1977 | 75 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 106,541.00 |
| 1715 | CUMBERLAND ST | BRAMLEY ST. N | EAST OF BRAMLEY S | 0.246 | 7.00 | 7.00 | Urban | LOC | HC | 1977 | 75 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 151,359.00 |
| 1720 | CUMBERLAND ST | WEST OF BRAMLEY ST | BRAMLEY ST N | 0.146 | 7.00 | 7.00 | Urban | LOC | HC | 1977 | 75 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 89,626.00 |
| 1980 | SCRIVEN BLVD | PERCIVAL ST | TORONTO RD | 0.062 | 8.00 | 8.00 | Urban | LOC | HC | 1977 | 75 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 41,179.00 |
| 1985 | SCRIVEN BLVD | RALSTON DR | PERCIVAL ST | 0.144 | 6.50 | 6.50 | Urban | LOC | HC | 1977 | 75 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 84,711.00 |
| 2030 | HENEAGE ST | FREEMAN DR | JOCELYN ST | 0.276 | 6.80 | 6.80 | Urban | LOC | HC | 1977 | 75 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 166,723.00 |
| 200 | WARD ST | EAST OF MILL ST | ARMOUR ST | 0.138 | 7.00 | 7.00 | Urban | COL | HC | 1978 | 75 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 97,737.00 |
| 665 | MILL ST S | ONTARIO ST | WALTON ST | 0.164 | 9.00 | 9.00 | Urban | ART | HC | 1978 | 75 | 49% | 3 | 4 | 12 | 2020 to 2024 | 2053 | 149,276.00 |
| 670 | MILL ST S | WARD ST | SOUTH OF WARD ST | 0.026 | 7.00 | 7.00 | Urban | ART | HC | 1978 | 75 | 49% | 3 | 4 | 12 | 2020 to 2024 | 2053 | 19,567.00 |
| 675 | WARD ST | MILL ST | WARD ST | 0.010 | 10.00 | 10.00 | Urban | LOC | HC | 1978 | 75 | 49% | 3 | 2 | 6 | based on life cycle | 2053 | 8,018.00 |
| 680 | MILL ST S | THOMPSON DR | WARD ST | 0.152 | 9.00 | 9.00 | Urban | ART | HC | 1978 | 75 | 49% | 3 | 4 | 12 | 2020 to 2024 | 2053 | 138,277.00 |
| 1090 | DORSET ST W | WEST OF QUEEN ST | QUEEN ST | 0.099 | 13.00 | 13.00 | Urban | LOC | HC | 1978 | 75 | 49% | 3 | 2 | 6 | based on life cycle | 2053 | 91,277.00 |
| 3690 | MAIL RD | BEST'S RD | WILLOWBEACH RD | 0.113 | 5.50 | 7.00 | Rural | LOC | GS | 1978 | 75 | 49% | 3 | 1 | 3 | based on life cycle | 2053 | 23,031.00 |
| 3705 | MAIL RD | WESLEYVILLE RD | BEST'S RD | 0.314 | 5.50 | 7.00 | Rural | LOC | GS | 1978 | 75 | 49% | 3 | 1 | 3 | based on life cycle | 2053 | 64,300.00 |
| 3725 | MAIL RD | WESLEYVILLE RD | WEST END | 0.986 | 7.00 | 8.50 | Rural | LOC | LC | 1978 | 75 | 49% | 3 | 2 | 6 | based on life cycle | 2053 | 321,205.00 |
| 265 | QUINLAN DR | PEACOCK BLVD | CHALK CT | 0.172 | 9.00 | 9.00 | Urban | LOC | HC | 1979 | 75 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 123,831.00 |
| 270 | QUINLAN DR | CHALK CT | BURHAM BLVD | 0.304 | 9.00 | 9.00 | Urban | LOC | HC | 1979 | 75 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 218,470.00 |
| 390 | SHUTER ST | KING ST | HOPE ST N | 0.429 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1979 | 75 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 188,100.00 |
| 700 | ONTARIO ST | BROGDENS LN | WALTON ST | 0.056 | 12.00 | 12.00 | Urban | ART | HC | 1979 | 75 | 51% | 3 | 4 | 12 | 2020 to 2024 | 2054 | 62,601.00 |
| 705 | ONTARIO ST | MAITLAND ST | BROGDENS LN | 0.038 | 12.00 | 12.00 | Urban | ART | HC | 1979 | 75 | 51% | 3 | 4 | 12 | 2020 to 2024 | 2054 | 42,913.00 |
| 1095 | AUGUSTA ST | ELIAS ST | QUEEN ST | 0.097 | 8.00 | 8.00 | Urban | LOC | HC | 1979 | 75 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 64,781.00 |
| 1097 | AUGUSTA ST | EAST OF JOHN ST | ELIAS ST | 0.041 | 8.00 | 8.00 | Urban | LOC | HC | 1979 | 75 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 27,667.00 |
| 1099 | AUGUSTA ST | JOHN ST | WEST OF ELIAS ST | 0.050 | 8.00 | 8.00 | Urban | LOC | HC | 1979 | 75 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 33,422.00 |
| 1155 | ALEXANDER ST | HARRIS ST | JOHN ST | 0.149 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1979 | 75 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 65,209.00 |
| 1275 | PINE ST S | ROSS ST | GIFFORD ST | 0.061 | 8.00 | 8.00 | Urban | LOC | HC | 1979 | 75 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 40,552.00 |
| 25 | PETER ST | HOPE ST S | NELSON ST | 0.407 | 14.00 | 14.00 | Urban | ART | HC | 1980 | 75 | 52% | 3 | 5 | 15 | 2020 to 2024 | 2055 | 513,626.00 |
| 940 | ELDORADO PL | MARSH ST | SOUTH OF MARSH S | 0.263 | 7.50 | 9.50 | Semi-urban | LOC | HC | 1981 | 75 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 121,430.00 |
| 1190 | POINTER ST | WEST OF ALEXANDER | ALEXANDER ST | 0.084 | 3.00 | 5.00 | Semi-urban | LOC | HC | 1981 | 75 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 20,727.00 |
| 1650 | BALDWIN ST | EAST OF JULIA ST | EAST OF CHURCH ST | 0.158 | 10.00 | 10.00 | Urban | LOC | HC | 1981 | 75 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 121,511.00 |
| 1655 | CHURCH ST | BALDWIN ST | WALTON ST | 0.086 | 7.00 | 7.00 | Urban | LOC | HC | 1981 | 75 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 53,055.00 |
| 1675 | CHARLES ST | TORONTO RD | VICTORIA ST N | | 9.00 | 9.00 | Urban | LOC | HC | 1981 | 75 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 52,024.00 |
| 1760 | TORONTO RD | LAVINIA ST | FRASER ST | 0.202 | 10.00 | 10.00 | Urban | ART | HC | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2056 | 197,402.00 |
| 1765 | TORONTO RD | SCRIVEN BLVD | CLIFTON RD | 0.051 | 10.00 | 10.00 | Urban | ART | HC | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2056 | 49,654.00 |
| 1770 | TORONTO RD | CLIFTON RD | LAVINIA ST | 0.077 | 10.00 | 10.00 | Urban | ART | HC | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2056 | 74,866.00 |
| 1775 | TORONTO RD | JANE ST | SCRIVEN BLVD | 0.302 | 10.00 | 10.00 | Urban | ART | HC | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2056 | 295,790.00 |
| 1780 | TORONTO RD | JOCELYN DR | JANE ST | 0.302 | 10.00 | 10.00 | Urban | ART | HC | 1981 | 75 | 53% | 3 | 5 | 15 | 2020 to 2024 | 2056 | 295,175.00 |
| 20 | PETER ST | NELSON ST | ROSE GLEN RD. S | 0.430 | 14.00 | 14.00 | Urban | ART | HC | 1983 | 75 | 56% | 3 | 5 | 15 | 2020 to 2024 | 2058 | 542,278.00 |
| 1990 | SCRIVEN BLVD | FREEMAN DR | RALSTON DR | 0.113 | 8.50 | 8.50 | Urban | LOC | HC | 1983 | 75 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 78,384.00 |
| 2055 | FREEMAN DR | TREFUSIS ST | VICTORIA ST N | 0.141 | 8.50 | 8.50 | Urban | COL | HC | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 112,798.00 |
| 2060 | FREEMAN DR | HENEAGE ST | TREFUSIS ST | 0.120 | 8.50 | 8.50 | Urban | COL | HC | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 96,633.00 |
| 2065 | FREEMAN DR | SCRIVEN BLVD | HENEAGE ST | 0.143 | 8.50 | 8.50 | Urban | COL | HC | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 114,644.00 |
| 2070 | FREEMAN DR | JANE ST | SCRIVEN BLVD | 0.092 | 8.50 | 8.50 | Urban | COL | HC | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 73,622.00 |
| 2075 | FREEMAN DR | JOCELYN ST | JANE ST | 0.220 | 8.50 | 8.50 | Urban | COL | HC | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 176,206.00 |
| 2080 | JANE ST | TORONTO RD | FREEMAN DR | 0.147 | 8.50 | 8.50 | Urban | LOC | HC | 1983 | 75 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 101,838.00 |
| 710 | ONTARIO ST | THOMPSON DR | MAITLAND ST | 0.168 | 12.00 | 12.00 | Urban | ART | HC | 1984 | 75 | 57% | 3 | 4 | 12 | 2020 to 2024 | 2059 | 188,214.00 |
| 1230 | ELIZABETH ST | HARRIS ST | CATHERINE ST | 0.131 | 5.00 | 7.00 | Semi-urban | LOC | HC | 1984 | 75 | 57% | 3 | 2 | 6 | based on life cycle | 2059 | 44,884.00 |
| 1627 | HILL ST | BEDFORD ST | CLAYTON LN | 0.141 | 6.00 | 8.00 | Semi-urban | LOC | HC | 1984 | 75 | 57% | 3 | 2 | 6 | based on life cycle | 2059 | 54,908.00 |
| 1645 | HILL ST | NORTH OF WALTON ST | WALTON ST | 0.068 | 3.00 | 4.50 | Semi-urban | LOC | GS | 1984 | 75 | 57% | 3 | 1 | 3 | based on life cycle | 2059 | 9,665.00 |
| 1995 | SCRIVEN BLVD | JOCELYN DR | FREEMAN DR | 0.259 | 8.50 | 8.50 | Urban | LOC | HC | 1985 | 75 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 179,479.00 |
| 2045 | TREFUSIS ST | JOCELYN DR | FREEMAN DR | 0.285 | 8.50 | 8.50 | Urban | LOC | HC | 1985 | 75 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 197,155.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Base

| Road Section ID | Road Base Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Road Base Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|------------------------|---------------------|--------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|-----------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 2050 | SOUTHBY PL | TREFUSIS ST | EAST OF TREFUSIS S | 0.049 | 8.50 | 8.50 | Urban | LOC | HC | 1985 | 75 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 33,963.00 |
| 2090 | PINE ST N EXTENSION | NORTH OF HIGHLAND | HIGHLAND DR | 0.239 | 7.00 | 9.50 | Rural | LOC | HC | 1985 | 75 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 101,924.00 |
| 5 | PETER ST | HAMILTON RD | HAMILTON TWP BOU | 0.116 | 14.00 | 14.00 | Urban | ART | HC | 1987 | 75 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 146,371.00 |
| 10 | PETER ST | WESTINGHOUSE DR | HAMILTON RD | 0.682 | 14.00 | 14.00 | Urban | ART | HC | 1987 | 75 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 860,562.00 |
| 15 | PETER ST | ROSE GLEN RD S | WESTINGHOUSE DR | 0.124 | 14.00 | 14.00 | Urban | ART | HC | 1987 | 75 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 156,175.00 |
| 230 | PEACOCK BLVD | QUINLAN DR | STANLEY DR | 0.143 | 9.00 | 9.00 | Urban | COL | HC | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 119,372.00 |
| 235 | PEACOCK BLVD | SANDERS DR | QUINLAN DR | 0.262 | 9.00 | 9.00 | Urban | COL | HC | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 218,944.00 |
| 240 | PEACOCK BLVD | SCOTT CT | SANDERS DR (EAST) | 0.125 | 9.00 | 9.00 | Urban | COL | HC | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 103,935.00 |
| 245 | PEACOCK BLVD | SANDERS DR (WEST) | SCOTT CT | 0.107 | 9.00 | 9.00 | Urban | COL | HC | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 89,044.00 |
| 250 | PEACOCK BLVD | ROSE GLEN RD N | SANDERS DR | 0.125 | 9.00 | 9.00 | Urban | COL | HC | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 104,678.00 |
| 255 | SANDERS DR | PEACOCK BLVD | PEACOCK BLVD | 0.468 | 9.00 | 9.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 336,276.00 |
| 260 | SCOTT CT | PEACOCK BLVD | SOUTH OF PEACOCK | 0.056 | 9.00 | 9.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 39,993.00 |
| 275 | CHALK CT | NORTH OF QUINLAN DR | QUINLAN DR | 0.087 | 9.00 | 9.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 62,664.00 |
| 280 | BURNHAM BLVD | QUINLAN DR | CURTIS CT | 0.140 | 9.00 | 9.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 100,632.00 |
| 285 | CURTIS CT | NORTH OF BURHAM BL | BURHAM BLVD | 0.064 | 9.00 | 9.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 45,871.00 |
| 290 | BURNHAM BLVD | CURTIS CT | QUINLAN DR | 0.173 | 9.00 | 9.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 124,032.00 |
| 295 | BURNHAM BLVD | QUINLAN DR | HAMILTON RD | 0.072 | 9.00 | 9.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 51,536.00 |
| 590 | CROFT ST | DEBLAQUIRE ST. N | EAST OF DEBLAQUIR | 0.126 | 7.00 | 9.00 | Semi-urban | COL | HC | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 67,535.00 |
| 905 | HOPE ST N | HELM ST | ONTARIO ST | 0.194 | 8.00 | 8.00 | Urban | COL | HC | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 149,580.00 |
| 1455 | RIDOUT ST | SHORTT ST | TORONTO RD | 0.312 | 9.40 | 11.40 | Semi-urban | ART | HC | 1987 | 75 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 235,159.00 |
| 1705 | SHORTT ST | TORONTO RD | RIDOUT ST | 0.443 | 6.00 | 6.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 249,533.00 |
| 3020 | RAVINE DR | HERBERT PL | GIBSON PL (EAST) | 0.314 | 8.00 | 8.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 209,144.00 |
| 3025 | RAVINE DR | LYALL PL | CAVAN ST | 0.079 | 8.00 | 8.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 52,747.00 |
| 3030 | RAVINE DR | GIBSON PL (EAST) | LYALL PL | 0.264 | 8.00 | 8.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 175,776.00 |
| 3035 | RAVINE DR | GIBSON PL (WEST) | HERBERT PL | 0.031 | 8.00 | 8.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 20,858.00 |
| 3040 | RAVINE DR | JOCELYN DR | GIBSON PL (WEST) | 0.072 | 8.00 | 8.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 47,863.00 |
| 3045 | HERBERT PL | RAVINE DR | SOUTH OF RAVINE D | 0.094 | 8.00 | 8.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 62,845.00 |
| 3050 | HODGSON ST | RAVINE DR | GIBSON PL | 0.247 | 8.00 | 8.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 164,879.00 |
| 3055 | GIBSON PL | RAVINE DR | EAST OF RAVINE DR | 0.053 | 8.00 | 8.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 35,623.00 |
| 3060 | LYALL PL | NORTH OF RAVINE DR | RAVINE DR | 0.074 | 8.00 | 8.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 49,421.00 |
| 3180 | HEWSON DR | CENTENNIAL DR | CENTENNIAL DR | 0.453 | 9.00 | 9.00 | Urban | LOC | HC | 1987 | 75 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 325,561.00 |
| 2020 | TREFUSIS ST | RALSTON DR | SOUTH OF RALSTON | 0.049 | 8.50 | 8.50 | Urban | LOC | HC | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 33,888.00 |
| 2025 | HENEAGE ST | FREEMAN DR | RALSTON DR | 0.110 | 8.50 | 8.50 | Urban | LOC | HC | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 76,365.00 |
| 4990 | FROST AV | CALDWELL CT | WOODLAND AVE | 0.163 | 6.00 | 7.50 | Semi-urban | LOC | LC | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 50,101.00 |
| 4995 | FROST AV | CALDWELL CT | WEST END | 0.074 | 6.00 | 7.50 | Semi-urban | LOC | LC | 1988 | 75 | 63% | 2 | 2 | 4 | based on life cycle | 2063 | 22,758.00 |
| 90 | ROSE GLEN RD N | PEACOCK BLVD | WARD ST | 0.586 | 7.50 | 7.50 | Urban | COL | HC | 1989 | 75 | 64% | 2 | 3 | 6 | based on life cycle | 2064 | 433,507.00 |
| 95 | ROSE GLEN RD N | CROFT ST | PEACOCK BLVD | 0.164 | 7.50 | 9.50 | Semi-urban | COL | HC | 1989 | 75 | 64% | 2 | 3 | 6 | based on life cycle | 2064 | 92,352.00 |
| 100 | ROSE GLEN RD EXTENSION | EAST OF PHILIPS RD | CROFT ST | 0.301 | 14.50 | 16.50 | Semi-urban | ART | HC | 1989 | 75 | 64% | 2 | 4 | 8 | based on life cycle | 2064 | 327,677.00 |
| 560 | HARCOURT ST | BOBS DR | HOPE ST N | 0.111 | 5.00 | 5.00 | Urban | LOC | HC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 57,001.00 |
| 565 | HARCOURT ST | NORTH OF WARD ST | BOBS DR | 0.275 | 5.00 | 5.00 | Urban | LOC | HC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 140,661.00 |
| 570 | HARCOURT ST | NORTH OF WARD ST | WARD ST | 0.112 | 5.00 | 5.00 | Urban | LOC | HC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 57,309.00 |
| 840 | PHILLIPS RD | ONTARIO ST | WELLINGTON ST | 0.138 | 8.00 | 8.00 | Urban | LOC | HC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 92,304.00 |
| 845 | PHILLIPS RD | WELLINGTON ST | MOLSON ST | 0.156 | 8.00 | 8.00 | Urban | LOC | HC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 104,298.00 |
| 890 | MITCHELL ST | MOLSON ST | SOUTH OF MOLSON S | 0.104 | 9.00 | 11.00 | Semi-urban | LOC | HC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 55,588.00 |
| 4965 | LAROSE CR | EAST OF MILL ST | EAST OF MILL ST | 0.253 | 6.00 | 8.00 | Semi-urban | LOC | HC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 98,632.00 |
| 4970 | LAROSE CR | EAST OF MILL ST | EAST OF MILL ST | 1.103 | 6.00 | 8.00 | Semi-urban | LOC | HC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 430,700.00 |
| 4975 | WOODLAND AV | FROST AVE | COUNTY RD 9 | 0.180 | 6.00 | 8.00 | Semi-urban | LOC | HC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 70,126.00 |
| 4980 | WOODLAND AV | WRIGHT CT | FROST AVE | 0.382 | 6.00 | 8.00 | Semi-urban | LOC | HC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 149,085.00 |
| 4985 | WOODLAND AV | WRIGHT CT | COUNTY RD 10 | 0.164 | 6.00 | 8.00 | Semi-urban | LOC | HC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 63,899.00 |
| 5000 | CALDWELL CT | FROST AV | NORTH END | 0.177 | 6.00 | 7.50 | Semi-urban | LOC | LC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 54,173.00 |
| 5005 | WRIGHT CR | PORTER CR | WOODLAND AVE | 0.139 | 6.00 | 7.50 | Semi-urban | LOC | LC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 42,590.00 |
| 5010 | WRIGHT CR | PORTER CR | NORTH END | 0.145 | 6.00 | 7.50 | Semi-urban | LOC | LC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 44,531.00 |
| 5015 | PORTER CR | WRIGHT CRES | WEST END | 0.179 | 6.00 | 7.50 | Semi-urban | LOC | LC | 1989 | 75 | 64% | 2 | 2 | 4 | based on life cycle | 2064 | 54,963.00 |
| 835 | WELLINGTON ST | PHILIPS RD | ROSEVEAR BLVD | 0.173 | 8.00 | 10.00 | Semi-urban | LOC | HC | 1991 | 75 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 83,996.00 |
| 1135 | JOHN ST | PARK ST | ALEXANDER ST | 0.073 | 8.00 | 8.00 | Urban | LOC | HC | 1991 | 75 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 48,984.00 |
| 1140 | JOHN ST | PARK ST | DORSET ST. W | 0.125 | 8.00 | 8.00 | Urban | LOC | HC | 1991 | 75 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 83,611.00 |
| 1630 | BRUTON ST | HILL ST | PINE ST N | 0.204 | 8.00 | 8.00 | Urban | LOC | HC | 1991 | 75 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 136,260.00 |
| 1635 | BRUTON ST | JULIA ST | HILL ST | 0.244 | 8.00 | 8.00 | Urban | LOC | HC | 1991 | 75 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 162,475.00 |
| 3435 | FOX RD | NORTH OF JOCELYN S | JOCELYN ST | 0.147 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1991 | 75 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 61,101.00 |
| 105 | ROSE GLEN RD EXTENSION | PHILIPS RD | EAST OF PHILIPS RD | 0.175 | 14.50 | 14.50 | Urban | ART | HC | 1992 | 75 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 227,402.00 |
| 110 | ROSE GLEN RD EXTENSION | ONTARIO ST | PHILIPS RD | 0.211 | 14.50 | 14.50 | Urban | ART | HC | 1992 | 75 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 273,673.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Base

| Road Section ID | Road Base Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Road Base Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|----------------|----------------------|----------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|-----------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 715 | ONTARIO ST | BARRETT ST | THOMPSON DR | 0.166 | 8.00 | 8.00 | Urban | ART | HC | 1992 | 75 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 138,572.00 |
| 800 | ONTARIO ST | PHILIPS RD | 47 N of PHILIPS RD | 0.047 | 12.00 | 12.00 | Urban | ART | HC | 1992 | 75 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 52,649.00 |
| 803 | ONTARIO ST | 47m N of PHILIPS RD | MOLSON ST | 0.044 | 12.00 | 12.00 | Urban | ART | HC | 1992 | 75 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | - |
| 1005 | ROBERTSON ST | JOHN ST | QUEEN ST | 0.230 | 10.00 | 10.00 | Urban | COL | HC | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 206,805.00 |
| 1270 | PINE ST S | GIFFORD ST | AUGUSTA ST | 0.128 | 8.00 | 8.00 | Urban | LOC | HC | 1992 | 75 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 85,306.00 |
| 1305 | GIFFORD ST | THOMAS ST | PINE ST S | 0.243 | 6.50 | 6.50 | Urban | LOC | HC | 1992 | 75 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 143,414.00 |
| 1310 | STRACHAN ST | BRAMLEY ST. N | THOMAS ST | 0.383 | 6.50 | 6.50 | Urban | LOC | HC | 1992 | 75 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 225,505.00 |
| 1315 | STRACHAN ST | VICTORIA ST S | BRAMLEY ST N | 0.190 | 6.50 | 8.50 | Semi-urban | LOC | HC | 1992 | 75 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 78,701.00 |
| 1110 | SHERBOURNE ST | 160m E of BRAMLEY ST | THOMAS ST | 0.220 | 8.00 | 8.00 | Urban | LOC | HC | 1993 | 75 | 69% | 2 | 2 | 4 | based on life cycle | 2068 | 146,934.00 |
| 4660 | SEENEY RD | COUNTY RD 28 | SOUTH END | 0.228 | 4.90 | 6.40 | Rural | LOC | GS | 1993 | 75 | 69% | 2 | 1 | 2 | based on life cycle | 2068 | 21,394.00 |
| 125 | HAMILTON RD | STANLEY DR | PEACOCK BLVD | 0.272 | 7.50 | 9.50 | Semi-urban | ART | HC | 1994 | 75 | 71% | 2 | 4 | 8 | based on life cycle | 2069 | 85,478.00 |
| 130 | HAMILTON RD | BURNHAM BLVD | STANLEY DR | 0.309 | 7.50 | 9.50 | Semi-urban | ART | HC | 1994 | 75 | 71% | 2 | 4 | 8 | based on life cycle | 2069 | 97,232.00 |
| 135 | HAMILTON RD | CROFT ST | BURHAM BLVD | 0.178 | 7.50 | 9.50 | Semi-urban | ART | HC | 1994 | 75 | 71% | 2 | 4 | 8 | based on life cycle | 2069 | 55,985.00 |
| 140 | HAMILTON RD | S SIDE HIGHWAY 401 R | CROFT ST | 0.307 | 7.50 | 9.50 | Semi-urban | COL | HC | 1994 | 75 | 71% | 2 | 3 | 6 | based on life cycle | 2069 | 86,462.00 |
| 141 | HAMILTON RD | S SIDE HIGHWAY 401 R | N SIDE HIGHWAY 401 R | 0.089 | 7.50 | 9.50 | Semi-urban | COL | HC | 1994 | 75 | 71% | 2 | 3 | 6 | based on life cycle | 2069 | - |
| 143 | HAMILTON RD | N SIDE HIGHWAY 401 R | TELEPHONE ROAD | 0.023 | 7.50 | 9.50 | Semi-urban | COL | HC | 1994 | 75 | 71% | 2 | 3 | 6 | based on life cycle | 2069 | 6,478.00 |
| 80 | ROSE GLEN RD S | DORSET ST. E | PETER ST | 0.088 | 10.00 | 10.00 | Urban | COL | HC | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 79,309.00 |
| 85 | ROSE GLEN RD S | WARD ST | DORSET ST E | 0.826 | 10.00 | 10.00 | Urban | COL | HC | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 741,391.00 |
| 1130 | JOHN ST | ALEXANDER ST | HAYWARD ST | 0.120 | 8.00 | 8.00 | Urban | LOC | HC | 1995 | 75 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 80,280.00 |
| 4865 | FORSYTHE LN | DUNDEE CR | SOUTH END | 0.440 | 5.50 | 7.00 | Rural | LOC | GS | 1995 | 75 | 72% | 2 | 1 | 2 | based on life cycle | 2070 | 90,105.00 |
| 575 | CROFT ST | ONTARIO ST | ELGIN ST N | 0.142 | 10.00 | 10.00 | Urban | COL | HC | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 127,347.00 |
| 580 | CROFT ST | ELGIN ST. N | WELLINGTON ST | 0.017 | 10.00 | 10.00 | Urban | COL | HC | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 15,067.00 |
| 1235 | HAY ST | ELIZABETH ST | HARRIS ST | 0.050 | 3.50 | 5.50 | Semi-urban | LOC | HC | 1996 | 75 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 13,514.00 |
| 1605 | BEDFORD ST | SEYMOUR ST | BROWN ST | 0.097 | 8.00 | 8.00 | Urban | LOC | HC | 1996 | 75 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 64,534.00 |
| 1610 | BEDFORD ST | PINE ST N | SEYMOUR ST | 0.079 | 8.00 | 8.00 | Urban | LOC | HC | 1996 | 75 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 52,437.00 |
| 585 | CROFT ST | WELLINGTON ST | DEBLAQUIRE ST N | 0.124 | 10.00 | 10.00 | Urban | COL | HC | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 111,304.00 |
| 1100 | AUGUSTA ST | PINE ST S | JOHN ST | 0.113 | 8.00 | 8.00 | Urban | LOC | HC | 1997 | 75 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 75,428.00 |
| 1105 | AUGUSTA ST | THOMAS ST | PINE ST S | 0.278 | 8.00 | 8.00 | Urban | LOC | HC | 1997 | 75 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 185,312.00 |
| 1365 | VICTORIA ST S | STRACHAN ST | SHERBOURNE ST | 0.110 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1997 | 75 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 48,202.00 |
| 655 | MILL ST S | PETER ST | ROBERTSON ST | 0.064 | 6.70 | 6.70 | Urban | ART | HC | 1998 | 75 | 76% | 2 | 5 | 10 | 2020 to 2024 | 2073 | 47,791.00 |
| 660 | MILL ST S | WALTON ST | PETER ST | 0.263 | 10.00 | 10.00 | Urban | ART | HC | 1998 | 75 | 76% | 2 | 4 | 8 | based on life cycle | 2073 | 257,361.00 |
| 865 | HELM ST | HOPE ST N | ONTARIO ST | 0.114 | 8.00 | 8.00 | Urban | LOC | HC | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 75,967.00 |
| 920 | BEAMISH ST | WEST OF HOPE ST N | HOPE ST N | 0.114 | 7.00 | 9.00 | Semi-urban | LOC | HC | 1998 | 75 | 76% | 2 | 2 | 4 | based on life cycle | 2073 | 50,112.00 |
| 70 | LAKE ST | HOPE ST S | 845m E of HOPE ST S | 0.846 | 7.50 | 9.50 | Semi-urban | LOC | HC | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 390,778.00 |
| 332 | LAKE ST | 845m E of HOPE ST S | 1015m E of HOPE ST | 0.168 | 7.50 | 9.50 | Semi-urban | LOC | HC | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 77,469.00 |
| 455 | DORSET ST E | HOPE ST S | DEBLAQUIRE ST S | 0.200 | 7.50 | 7.50 | Urban | LOC | HC | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 128,472.00 |
| 3230 | TREFUSIS ST | VICTORIA ST N | JOCELYN ST | 0.476 | 8.00 | 8.00 | Urban | LOC | HC | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 317,471.00 |
| 3235 | CHALMERS CRT | TREFUSIS ST | EAST OF TREFUSIS | 0.083 | 8.00 | 8.00 | Urban | LOC | HC | 1999 | 75 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 55,250.00 |
| 185 | WARD ST | PRINCESS ST | HOPE ST N | 0.121 | 10.00 | 10.00 | Urban | COL | HC | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 108,952.00 |
| 190 | WARD ST | KING ST | PRINCESS ST | 0.127 | 10.00 | 10.00 | Urban | COL | HC | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 113,996.00 |
| 195 | WARD ST | ARMOUR ST | KING ST | 0.095 | 10.00 | 10.00 | Urban | COL | HC | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 85,449.00 |
| 3335 | RAPLEY BLVD | RAMSEY RD | SOUTH OF RAMSEY R | 0.089 | 10.00 | 10.00 | Urban | LOC | HC | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 68,188.00 |
| 3340 | RAPLEY BLVD | JEFFERIES ST | RAMSEY RD | 0.093 | 10.00 | 10.00 | Urban | LOC | HC | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 71,890.00 |
| 3345 | RAPLEY BLVD | HUFFMAN AVE | JEFFERIES ST | 0.174 | 10.00 | 10.00 | Urban | LOC | HC | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 133,651.00 |
| 3350 | RAPLEY BLVD | JARVIS DR | HUFFMAN AVE | 0.175 | 10.00 | 10.00 | Urban | LOC | HC | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 134,794.00 |
| 3355 | RAPLEY BLVD | MARSH RD | JARVIS DR | 0.227 | 10.00 | 10.00 | Urban | LOC | HC | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 174,530.00 |
| 3360 | JARVIS DR | WEST OF RAPLEY BLV | RAPLEY BLVD | 0.221 | 8.00 | 8.00 | Urban | LOC | HC | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 147,502.00 |
| 3365 | JARVIS DR | NORTH OF HUFFMAN B | NORTH OF HUFFMAN B | 0.203 | 8.00 | 8.00 | Urban | LOC | HC | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 135,716.00 |
| 3370 | JARVIS DR | NORTH OF HUFFMAN B | HUFFMAN BLVD | 0.074 | 8.00 | 8.00 | Urban | LOC | HC | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 49,102.00 |
| 3375 | HUFFMAN AV | JARVIS DR (EAST) | RAPLEY BLVD | 0.086 | 8.00 | 8.00 | Urban | LOC | HC | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 57,467.00 |
| 3380 | HUFFMAN AV | JARVIS DR (WEST) | RAPLEY BLVD | 0.422 | 8.00 | 8.00 | Urban | LOC | HC | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 281,584.00 |
| 3385 | JEFFRIES ST | RAMSEY RD | RAPLEY BLVD | 0.298 | 8.00 | 8.00 | Urban | LOC | HC | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 198,829.00 |
| 3390 | JEFFRIES ST | RAMSEY RD | SOUTH OF RAMSEY R | 0.037 | 8.00 | 8.00 | Urban | LOC | HC | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 24,875.00 |
| 3395 | RAMSEY RD | JEFFERIES ST | RAPLEY BLVD | 0.215 | 8.00 | 8.00 | Urban | LOC | HC | 2000 | 75 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 143,410.00 |
| 3420 | MARSH RD | FOX RD | TORONTO RD | 0.106 | 10.00 | 10.00 | Urban | COL | HC | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 95,442.00 |
| 3425 | MARSH RD | RAPLEY BLVD | FOX RD. | 0.130 | 10.00 | 10.00 | Urban | COL | HC | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 116,296.00 |
| 180 | WARD ST | HOPE ST N | ELGIN ST N | 0.159 | 10.00 | 10.00 | Urban | COL | HC | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 143,152.00 |
| 535 | MCCAUL ST | ELGIN ST. S | DEBLAQUIRE ST S | 0.140 | 7.00 | 9.00 | Semi-urban | LOC | HC | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 61,350.00 |
| 540 | MCCAUL ST | DEBLAQUIRE ST. S | EAST OF DEBLAQUIR | 0.122 | 7.00 | 9.00 | Semi-urban | LOC | HC | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 53,375.00 |
| 1895 | CHESTNUT HILL | CAVAN ST | HIGHLAND DR | 0.220 | 8.00 | 8.00 | Urban | LOC | HC | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 146,656.00 |
| 3165 | SPICER ST | N/W OF KLEIN ST | CENTENNIAL DR | 0.369 | 9.00 | 9.00 | Urban | LOC | HC | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 264,919.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Base

| Road Section ID | Road Base Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Road Base Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|----------------|---------------------|---------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|-----------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 3170 | KLEIN ST | VICTORIA ST N | SPICER ST | 0.247 | 9.00 | 9.00 | Urban | LOC | LCB | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 177,479.00 |
| 4090 | WESTVIEW PARK | KNOXVILLE RD | KNOXVILLE RD | 0.800 | 7.30 | 8.80 | Rural | LOC | LCB | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 269,296.00 |
| 3410 | BAXTER PL | RAPLEY BLVD | RAPLEY BLVD | 0.356 | 8.00 | 8.00 | Urban | LOC | LCB | 2001 | 75 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 237,443.00 |
| 1060 | BRAMLEY ST N | CHARLES ST | RIDOUT ST | 0.135 | 8.00 | 8.00 | Urban | LOC | LCB | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 90,130.00 |
| 1615 | BEDFORD ST | HILL ST | PINE ST N | 0.208 | 8.00 | 8.00 | Urban | LOC | LCB | 2002 | 75 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 138,612.00 |
| 330 | BENSON CT | NORTH OF CROFT ST | CROFT ST | 0.170 | 7.50 | 9.50 | Semi-urban | LOC | LCB | 2003 | 75 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 78,549.00 |
| 210 | TALBOT DR | WARD ST | NORTH END | 0.134 | 8.00 | 8.00 | Urban | LOC | LCB | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 89,640.00 |
| 610 | YOUNG ST | MILL ST S | BOBS DR | 0.217 | 7.00 | 7.00 | Urban | LOC | LCB | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 133,445.00 |
| 615 | YOUNG ST | BOBS DR | HOPE ST N | 0.166 | 7.00 | 7.00 | Urban | LOC | LCB | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 101,946.00 |
| 1030 | BRAMLEY ST S | TRAFALGAR ST | DORSET ST W | 0.056 | 8.00 | 8.00 | Urban | COL | LCB | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 43,230.00 |
| 1035 | BRAMLEY ST S | DURHAM ST | TRAFALGAR ST | 0.037 | 8.00 | 8.00 | Urban | COL | LCB | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 28,831.00 |
| 1040 | BRAMLEY ST S | SHERBOURNE ST | DURHAM ST | 0.091 | 8.00 | 8.00 | Urban | COL | LCB | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 70,282.00 |
| 1045 | BRAMLEY ST S | STRACHAN ST | SHERBOURNE ST | 0.110 | 8.00 | 8.00 | Urban | COL | LCB | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 84,991.00 |
| 1050 | BRAMLEY ST S | SULLIVAN ST | STRACHAN ST | 0.110 | 8.00 | 8.00 | Urban | COL | LCB | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 84,901.00 |
| 1055 | BRAMLEY ST S | SOUTH OF RIDOUT ST | SULLIVAN ST | 0.063 | 8.00 | 8.00 | Urban | COL | LCB | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 48,490.00 |
| 1057 | BRAMLEY ST S | RIDOUT ST | SOUTH OF RIDOUT S | 0.065 | 8.00 | 8.00 | Urban | COL | LCB | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 50,164.00 |
| 1120 | SHERBOURNE ST | VICTORIA ST S | BRAMLEY ST S | 0.197 | 7.00 | 9.00 | Semi-urban | LOC | LCB | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 86,488.00 |
| 1355 | TRAFALGAR ST | VICTORIA ST S | BRAMLEY ST S | 0.208 | 7.00 | 9.00 | Semi-urban | LOC | LCB | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 91,125.00 |
| 3010 | CLIFTON RD | WEST OF TORONTO RD | TORONTO RD | 0.397 | 8.00 | 8.00 | Urban | LOC | LCB | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 264,789.00 |
| 3445 | FOX RD | NORTH OF TORONTO RD | TORONTO RD | 0.517 | 6.50 | 8.50 | Semi-urban | LOC | LCB | 2004 | 75 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 214,255.00 |
| 815 | WELLINGTON ST | OXFORD ST | CROFT ST | 0.255 | 8.00 | 10.00 | Semi-urban | LOC | LCB | 2005 | 75 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 123,893.00 |
| 830 | WELLINGTON ST | ROSEVEAR BLVD | OXFORD ST | 0.199 | 8.00 | 10.00 | Semi-urban | LOC | LCB | 2005 | 75 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 96,740.00 |
| 910 | HOPE ST N | MOLSON ST | HELM ST | 0.482 | 10.00 | 10.00 | Urban | COL | LCB | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 432,871.00 |
| 1870 | VICTORIA ST | VAUGHAN AVE | JOCELYN ST | 0.179 | 10.00 | 10.00 | Urban | COL | LCB | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 160,557.00 |
| 1875 | VICTORIA ST | TREFUSIS ST | VAUGHAN AV | 0.108 | 10.00 | 10.00 | Urban | COL | LCB | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 96,684.00 |
| 1880 | VICTORIA ST | KLEIN ST | TREFUSIS ST | 0.085 | 10.00 | 10.00 | Urban | COL | LCB | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 76,707.00 |
| 1885 | VICTORIA ST | KLEIN ST | S SIDE HIGHWAY 401 | 0.208 | 10.00 | 10.00 | Urban | COL | LCB | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 186,772.00 |
| 3415 | JIGGINS CT | JARVIS DR | JARVIS DR | 0.487 | 8.00 | 8.00 | Urban | LOC | LCB | 2005 | 75 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 324,816.00 |
| 460 | ELGIN ST S | FRANCIS ST | DEBLAQUIRE ST S | 0.194 | 7.00 | 7.00 | Urban | LOC | LCB | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 119,516.00 |
| 465 | ELGIN ST S | MCCAUL ST E | FRANCIS ST | 0.195 | 7.00 | 7.00 | Urban | LOC | LCB | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 120,023.00 |
| 1465 | LAKESHORE RD | 370m W of SHORTT ST | STRACHAN ST | 0.368 | 7.00 | 7.00 | Urban | ART | LCB | 2006 | 75 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 282,021.00 |
| 3560 | LAKESHORE RD | STRACHAN ST | 220m W of STRACHAN | 0.224 | 7.00 | 7.00 | Urban | ART | LCB | 2006 | 75 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 171,618.00 |
| 3450 | STRACHAN ST | FENTON LN | POTTS LN | 0.071 | 10.00 | 10.00 | Urban | LOC | LCB | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 54,693.00 |
| 3455 | STRACHAN ST | LAKESHORE RD | FENTON LN | 0.234 | 10.00 | 10.00 | Urban | LOC | LCB | 2006 | 75 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 180,255.00 |
| 470 | ELGIN ST S | MCCAUL ST W | MCCAUL ST E | 0.064 | 7.00 | 7.00 | Urban | LOC | LCB | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 39,654.00 |
| 475 | ELGIN ST S | WARD ST | MCCAUL ST W | 0.155 | 7.00 | 7.00 | Urban | LOC | LCB | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 95,601.00 |
| 1075 | BRAMLEY ST N | BEDFORD ST | BRUTON ST | 0.065 | 8.00 | 8.00 | Urban | LOC | LCB | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 43,572.00 |
| 1580 | SOUTH ST | PINE ST N | 40m E of PINE ST N | 0.040 | 7.00 | 7.00 | Urban | LOC | LCB | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 24,612.00 |
| 1590 | NORTH ST | PINE ST N | BROWN ST | 0.159 | 7.00 | 7.00 | Urban | LOC | LCB | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 98,139.00 |
| 1620 | BEDFORD ST | BRAMLEY ST. N | HILL ST | 0.416 | 8.00 | 10.00 | Semi-urban | LOC | LCB | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 202,017.00 |
| 1625 | YEOVIL ST | VICTORIA ST N | BRAMLEY ST N | 0.164 | 8.00 | 10.00 | Semi-urban | LOC | LCB | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 79,846.00 |
| 1910 | LAVINIA ST | TREFUSIS ST | VICTORIA ST N | 0.141 | 6.00 | 6.00 | Urban | COL | LCB | 2007 | 75 | 88% | 1 | 3 | 3 | based on life cycle | 2082 | 90,605.00 |
| 1915 | LAVINIA ST | TORONTO RD | TREFUSIS ST | 0.258 | 6.00 | 6.00 | Urban | COL | LCB | 2007 | 75 | 88% | 1 | 3 | 3 | based on life cycle | 2082 | 166,434.00 |
| 3980 | KELLOGG RD | 4th LINE | COUNTY RD 2 | 2.033 | 4.90 | 6.40 | Rural | LOC | GST | 2007 | 75 | 88% | 1 | 1 | 1 | based on life cycle | 2082 | 382,314.00 |
| 5080 | KELLOGG RD | MASSEY RD | 4TH LINE | 0.840 | 6.00 | 7.50 | Rural | LOC | LCB | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 242,576.00 |
| 5085 | KELLOGG RD | MASSEY RD | 365m N of MASSEY RD | 0.365 | 6.00 | 8.50 | Rural | LOC | LCB | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 139,820.00 |
| 5090 | KELLOGG RD | 365m N of MASSEY RD | LOYALIST RD | 0.905 | 6.00 | 7.50 | Rural | LOC | LCB | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 261,489.00 |
| 3400 | AUSTIN CRT | RAPLEY BLVD | EAST END | 0.070 | 8.60 | 8.60 | Urban | LOC | LCB | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 49,068.00 |
| 3405 | SNELL CRT | RAPLEY BLVD | EAST END | 0.104 | 8.60 | 8.60 | Urban | LOC | LCB | 2007 | 75 | 88% | 1 | 2 | 2 | based on life cycle | 2082 | 72,590.00 |
| 170 | WARD ST | DEBLAQUIRE ST. N | ROSE GLEN RD. N | 0.573 | 7.00 | 9.00 | Semi-urban | COL | LCB | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 306,057.00 |
| 635 | MARGARET ST | MARTHA ST | ONTARIO ST | 0.281 | 7.00 | 7.00 | Urban | LOC | LCB | 2008 | 75 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 172,606.00 |
| 810 | MARTHA ST | CAROLINE ST | ONTARIO ST | 0.314 | 7.00 | 7.00 | Urban | LOC | LCB | 2008 | 75 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 192,997.00 |
| 1800 | VICTORIA ST N | CHARLES ST | TORONTO RD | 0.101 | 10.00 | 10.00 | Urban | COL | LCB | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 90,303.00 |
| 1805 | VICTORIA ST N | BRUTON ST | CHARLES ST | 0.124 | 10.00 | 10.00 | Urban | COL | LCB | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 111,069.00 |
| 1810 | VICTORIA ST N | YEOVILLE LN | BRUTON ST | 0.069 | 10.00 | 10.00 | Urban | COL | LCB | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 62,317.00 |
| 1815 | VICTORIA ST N | ARTHUR ST | BEDFORD ST | 0.052 | 10.00 | 10.00 | Urban | COL | LCB | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 46,481.00 |
| 1820 | VICTORIA ST N | HILLCREST DR | ARTHUR ST | 0.094 | 10.00 | 10.00 | Urban | COL | LCB | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 84,014.00 |
| 1825 | VICTORIA ST N | MARS ST | HILLCREST DR | 0.101 | 10.00 | 10.00 | Urban | COL | LCB | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 91,067.00 |
| 1830 | VICTORIA ST N | LAVINIA ST | MARS ST | 0.120 | 10.00 | 10.00 | Urban | COL | LCB | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 107,912.00 |
| 1835 | VICTORIA ST N | PERVICAL ST | LAVINIA ST | 0.123 | 10.00 | 10.00 | Urban | COL | LCB | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 110,177.00 |
| 1840 | VICTORIA ST N | RALSTON DR | SOUTH OF RALSTON | 0.144 | 10.00 | 10.00 | Urban | COL | LCB | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 129,034.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Base

| Road Section ID | Road Base Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Road Base Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|-------------------|---------------------|-----------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|-----------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 1850 | VICTORIA ST N | FREEMAN DR | RALSTON DR | 0.111 | 10.00 | 10.00 | Urban | COL | HC | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 99,402.00 |
| 1855 | VICTORIA ST N | MOORE DR | FREEMAN DR | 0.097 | 10.00 | 10.00 | Urban | COL | HC | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 86,689.00 |
| 1860 | VICTORIA ST N | GREGORY ST | MOORE DR | 0.094 | 10.00 | 10.00 | Urban | COL | HC | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 83,975.00 |
| 1865 | VICTORIA ST N | JOCELYN ST | GREGORY ST | 0.108 | 10.00 | 10.00 | Urban | COL | HC | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 97,365.00 |
| 4530 | JAMIESON RD | 6TH LINE | 5TH LINE | 1.818 | 5.50 | 7.00 | Rural | LOC | LC | 2009 | 75 | 91% | 1 | 2 | 2 | based on life cycle | 2084 | 22,410.00 |
| 1010 | DORSET ST W | PINE ST S | JOHN ST | 0.036 | 10.00 | 10.00 | Urban | COL | HC | 2010 | 75 | 92% | 1 | 3 | 3 | based on life cycle | 2085 | 217,130.00 |
| 1015 | DORSET ST W | SMITH ST | PINE ST S | 0.138 | 6.00 | 6.00 | Urban | COL | HC | 2010 | 75 | 92% | 1 | 3 | 3 | based on life cycle | 2085 | 102,657.00 |
| 1020 | DORSET ST W | CATHERINE ST | SMITH ST | 0.064 | 6.00 | 8.00 | Semi-urban | COL | HC | 2010 | 75 | 92% | 1 | 3 | 3 | based on life cycle | 2085 | 36,188.00 |
| 1025 | DORSET ST W | BRAMLEY ST. N | CATHERINE ST | 0.412 | 6.00 | 8.00 | Semi-urban | COL | HC | 2010 | 75 | 92% | 1 | 3 | 3 | based on life cycle | 2085 | 247,410.00 |
| 3915 | 4TH LINE | PIT RD | MORRISH CHURCH R | 0.539 | 6.40 | 7.90 | Rural | COL | LC | 2010 | 75 | 92% | 1 | 3 | 3 | based on life cycle | 2085 | 75,822.00 |
| 3920 | 4TH LINE | COUNTY RD. 65 | PIT RD | 0.834 | 6.40 | 7.90 | Rural | COL | LC | 2010 | 75 | 92% | 1 | 3 | 3 | based on life cycle | 2085 | 94,647.00 |
| 3925 | 4TH LINE | SZALAWGA RD | COUNTY RD 65 | 0.827 | 6.00 | 7.50 | Rural | COL | LC | 2010 | 75 | 92% | 1 | 3 | 3 | based on life cycle | 2085 | 13,567.00 |
| | EAST TOWNLINE RD | | | 0.000 | | | Rural | LOC | LC | 2011 | 75 | 93% | 1 | 2 | 2 | based on life cycle | 2086 | 28,145.00 |
| 1660 | BALDWIN ST | JULIA ST | EAST OF JULIA ST | 0.105 | 8.00 | 8.00 | Urban | LOC | HC | 2012 | 75 | 95% | 1 | 2 | 2 | based on life cycle | 2087 | 21,454.00 |
| 1665 | CHARLES ST | BRAMLEY ST. N | BRUTON ST | | 7.00 | 7.00 | Urban | LOC | HC | 2012 | 75 | 95% | 1 | 2 | 2 | based on life cycle | 2087 | 37,492.00 |
| 1675 | CHARLES ST | TORONTO RD | VICTORIA ST N | 0.072 | 9.00 | 9.00 | Urban | LOC | HC | 2012 | 75 | 95% | 1 | 2 | 2 | based on life cycle | 2087 | 14,997.00 |
| 1680 | CHARLES ST | WEST OF TORONTO RD | TORONTO RD | | 6.50 | 6.50 | Urban | LOC | HC | 2012 | 75 | 95% | 1 | 2 | 2 | based on life cycle | 2087 | 33,257.00 |
| | LAKESHORE RD | STRACHAN ST | 220m W of STRACHAN ST | | | | | ART | HC | 2012 | 75 | 95% | 1 | 4 | 4 | based on life cycle | 2087 | 17,230.00 |
| 4715 | EAGLESON 1ST LINE | COUNTY RD 28 | 550m W OF COUNTY RD | 0.566 | 5.50 | 7.00 | Rural | LOC | LC | 2014 | 75 | 97% | 1 | 2 | 2 | based on life cycle | 2089 | - |
| 4720 | EAGLESON 1ST LINE | 550m W OF COUNTY RD | POWERLINE RD | | 5.50 | 7.00 | Rural | LOC | LC | 2014 | 75 | 97% | 1 | 2 | 2 | based on life cycle | 2089 | - |
| 4725 | EAGLESON 1ST LINE | POWERLINE RD | WEST END | 0.957 | 5.50 | 7.00 | Rural | LOC | LC | 2014 | 75 | 97% | 1 | 2 | 2 | based on life cycle | 2089 | - |
| 4730 | EAGLESON 1ST LINE | COUNTY RD 10 | EAST END | 1.770 | 5.50 | 7.00 | Rural | LOC | LC | 2014 | 75 | 97% | 1 | 2 | 2 | based on life cycle | 2089 | - |
| | HENDERSON ST | | | | | | Urban | COL | HC | 2014 | 75 | 97% | 1 | 3 | 3 | based on life cycle | 2089 | 404,934.00 |
| | PEMBERTON DR | | | | | | Urban | COL | HC | 2014 | 75 | 97% | 1 | 3 | 3 | based on life cycle | 2089 | 296,110.00 |
| 4740 | CHALLICE 1ST LINE | COUNTY RD 10 | EAST END | | 6.00 | 7.50 | Rural | LOC | LC | 2015 | 75 | 99% | 1 | 2 | 2 | based on life cycle | 2090 | 4,098.00 |
| 1690 | BRUTON ST | BRAMLEY ST. N | JULIA ST | 0.230 | 6.00 | 6.00 | Urban | LOC | HC | 2019 | 75 | 104% | 1 | 2 | 2 | based on life cycle | 2094 | 129,691.00 |
| 1695 | BRUTON ST | VICTORIA ST N | BRAMLEY ST N | 0.162 | 6.00 | 6.00 | Urban | LOC | HC | 2019 | 75 | 104% | 1 | 2 | 2 | based on life cycle | 2094 | 91,027.00 |
| 1700 | BRUTON ST | TORONTO RD | VICTORIA ST N | 0.144 | 7.80 | 7.80 | Urban | LOC | HC | 2019 | 75 | 104% | 1 | 2 | 2 | based on life cycle | 2094 | 94,856.00 |
| 1545 | BROWN ST | SOUTH ST | WALTON ST | 0.140 | 10.00 | 10.00 | Urban | LOC | HC | 2020 | 75 | 105% | 1 | 2 | 2 | based on life cycle | 2095 | 108,014.00 |
| 1555 | BROWN ST | NORTH ST | SOUTH ST | 0.154 | 10.00 | 10.00 | Urban | LOC | HC | 2020 | 75 | 105% | 1 | 2 | 2 | based on life cycle | 2095 | 118,400.00 |
| 1560 | BROWN ST | BEDFORD ST | NORTH ST | 0.181 | 10.00 | 10.00 | Urban | LOC | HC | 2020 | 75 | 105% | 1 | 2 | 2 | based on life cycle | 2095 | 139,550.00 |
| 445 | DORSET ST E | KING ST | PRINCESS ST | 0.246 | 7.00 | 9.00 | Semi-urban | LOC | HC | 2021 | 75 | 107% | 1 | 2 | 2 | based on life cycle | 2096 | 107,669.00 |
| 450 | DORSET ST E | PRINCESS ST | HOPE ST S | 0.099 | 7.00 | 7.00 | Urban | LOC | HC | 2021 | 75 | 107% | 1 | 2 | 2 | based on life cycle | 2096 | 60,624.00 |
| 1145 | JOHN ST | AUGUSTA ST | DORSET ST W | 0.119 | 8.00 | 8.00 | Urban | LOC | HC | 2023 | 75 | 109% | 1 | 2 | 2 | based on life cycle | 2098 | 79,336.00 |
| 1150 | JOHN ST | 67m S of WALTON ST | AUGUSTA ST | 0.192 | 8.00 | 8.00 | Urban | LOC | HC | 2023 | 75 | 109% | 1 | 2 | 2 | based on life cycle | 2098 | 128,192.00 |
| 1153 | JOHN ST | WALTON ST | 67m S of WALTON ST | 0.067 | 8.00 | 8.00 | Urban | LOC | HC | 2023 | 75 | 109% | 1 | 2 | 2 | based on life cycle | 2098 | 44,954.00 |

337.613

121,917,652

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Surface

| Road Section ID | Road Surface Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Surface Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|-------------------|------------------------|-----------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|---------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 30 | PETER ST | KING ST | HOPE ST S | 0.393 | 11.00 | 11.00 | Urban | ART | HCB | 1965 | 40 | 0% | 5 | 5 | 25 | 2016 | 2017 | 234,750 |
| 30 | PETER ST | KING ST | HOPE ST S | -0.100 | 14.00 | 14.00 | Urban | ART | HCB | 1965 | 40 | 0% | 5 | 5 | 25 | 2016 | 2017 | (58,688) |
| 45 | DORSET ST E | WESTINGHOUSE DR | EAST OF WESTINGHOUSE | 0.121 | 7.50 | 9.50 | Semi-Urban | LOC | HCB | 1972 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 28,485 |
| 50 | WESTINGHOUSE DR | DORSET ST. E | PETER ST | 0.044 | 7.50 | 9.50 | Semi-Urban | LOC | HCB | 1972 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 10,492 |
| 55 | DORSET ST E | ROSE GLEN RD S | WESTINGHOUSE DR | 0.105 | 7.50 | 9.50 | Semi-Urban | LOC | HCB | 1972 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 24,690 |
| 60 | DORSET ST E | NELSON ST | ROSE GLEN RD. S | 0.417 | 7.50 | 9.50 | Semi-Urban | LOC | HCB | 1974 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 98,460 |
| 65 | NELSON ST | DORSET ST. E | PETER ST | 0.183 | 7.50 | 9.50 | Semi-Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 43,115 |
| 75 | ROSE GLEN RD S | PETER ST | SOUTH OF PETER ST | 0.121 | 10.00 | 10.00 | Urban | LOC | HCB | 1996 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 39,192 |
| 80 | ROSE GLEN RD S | DORSET ST. E | PETER ST | 0.088 | 10.00 | 10.00 | Urban | COL | HCB | 1995 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 37,644 |
| 85 | ROSE GLEN RD S | WARD ST | DORSET ST E | 0.826 | 10.00 | 10.00 | Urban | COL | HCB | 1995 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 351,901 |
| 90 | ROSE GLEN RD N | PEACOCK BLVD | WARD ST | 0.586 | 7.50 | 7.50 | Urban | COL | HCB | 1989 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 187,452 |
| 95 | ROSE GLEN RD N | CROFT ST | PEACOCK BLVD | 0.164 | 7.50 | 9.50 | Semi-Urban | COL | HCB | 1989 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 51,043 |
| 115 | HAMILTON RD | WARD ST | PETER ST | 0.590 | 7.50 | 9.50 | Semi-Urban | ART | HCB | 1969 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 91,867 |
| 120 | HAMILTON RD | PEACOCK RD | WARD ST | 0.243 | 7.50 | 9.50 | Semi-Urban | ART | HCB | 1969 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 37,814 |
| 140 | HAMILTON RD | S SIDE HIGHWAY 401 ROW | CROFT ST | 0.307 | 7.50 | 9.50 | Semi-Urban | COL | HCB | 1994 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 47,787 |
| 141 | HAMILTON RD | S SIDE HIGHWAY 401 R | N SIDE HIGHWAY 401 RO | 0.089 | 7.50 | 9.50 | Semi-Urban | COL | HCB | 1994 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | - |
| 143 | HAMILTON RD | N SIDE HIGHWAY 401 ROW | TELEPHONE ROAD | 0.023 | 7.50 | 9.50 | Semi-Urban | COL | HCB | 1994 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,580 |
| 145 | HAMILTON RD | DALE RD | TELEPHONE RD | 2.025 | 7.40 | 8.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 44,536 |
| 150 | HAMILTON RD | OUGHES RD | DALE RD | 1.713 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 24,941 |
| 165 | WARD ST | ROSE GLEN RD N | HAMILTON RD | 0.880 | 7.00 | 9.00 | Semi-Urban | COL | HCB | 1973 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 255,757 |
| 175 | WARD ST | ELGIN ST. N | DEBLAQUIRE ST N | 0.171 | 10.00 | 12.00 | Semi-Urban | COL | HCB | 1969 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 71,149 |
| 200 | WARD ST | EAST OF MILL ST | ARMOUR ST | 0.138 | 7.00 | 7.00 | Urban | COL | HCB | 1978 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 41,214 |
| 205 | WARD ST | MILL ST | WARD ST | 0.072 | 10.00 | 10.00 | Urban | COL | HCB | 1969 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 30,780 |
| 215 | PEACOCK BLVD | ARTHUR MARK DR | HAMILTON RD | 0.071 | 9.00 | 9.00 | Urban | COL | HCB | 1973 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 27,185 |
| 217 | ARTHUR MARK DR | PEACOCK BLVD | PEACOCK BLVD | 0.325 | 9.00 | 9.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 94,419 |
| 220 | PEACOCK BLVD | ARTHUR MARK DR | ARTHUR MARK D | 0.305 | 9.00 | 9.00 | Urban | COL | HCB | 1973 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 116,908 |
| 225 | PEACOCK BLVD | STANLEY DR | ARTHUR MARK DR | 0.225 | 9.00 | 9.00 | Urban | COL | HCB | 1973 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 86,417 |
| 230 | PEACOCK BLVD | QUINLAN DR | STANLEY DR | 0.143 | 9.00 | 9.00 | Urban | COL | HCB | 1987 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 54,873 |
| 235 | PEACOCK BLVD | SANDERS DR | QUINLAN DR | 0.262 | 9.00 | 9.00 | Urban | COL | HCB | 1987 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 100,644 |
| 240 | PEACOCK BLVD | SCOTT CT | SANDERS DR (EAST) | 0.125 | 9.00 | 9.00 | Urban | COL | HCB | 1987 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 47,777 |
| 245 | PEACOCK BLVD | SANDERS DR (WEST) | SCOTT CT | 0.107 | 9.00 | 9.00 | Urban | COL | HCB | 1987 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 40,932 |
| 250 | PEACOCK BLVD | ROSE GLEN RD N | SANDERS DR | 0.125 | 9.00 | 9.00 | Urban | COL | HCB | 1987 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 48,119 |
| 255 | SANDERS DR | PEACOCK BLVD | PEACOCK BLVD | 0.468 | 9.00 | 9.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 136,000 |
| 260 | SCOTT CT | PEACOCK BLVD | SOUTH OF PEACOCK BLV | 0.056 | 9.00 | 9.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,174 |
| 265 | QUINLAN DR | PEACOCK BLVD | CHALK CT | 0.172 | 9.00 | 9.00 | Urban | LOC | HCB | 1979 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 50,081 |
| 270 | QUINLAN DR | CHALK CT | BURHAM BLVD | 0.304 | 9.00 | 9.00 | Urban | LOC | HCB | 1979 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 88,356 |
| 275 | CHALK CT | NORTH OF QUINLAN DR | QUINLAN DR | 0.087 | 9.00 | 9.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 25,343 |
| 280 | BURNHAM BLVD | QUINLAN DR | CURTIS CT | 0.140 | 9.00 | 9.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 40,698 |
| 285 | CURTIS CT | NORTH OF BURHAM BLVD | BURHAM BLVD | 0.064 | 9.00 | 9.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,552 |
| 290 | BURNHAM BLVD | CURTIS CT | QUINLAN DR | 0.173 | 9.00 | 9.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 50,162 |
| 295 | BURNHAM BLVD | QUINLAN DR | HAMILTON RD | 0.072 | 9.00 | 9.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 20,843 |
| 300 | STANLEY DR | PEACOCK BLVD | POCHON AVE (WEST) | 0.133 | 9.00 | 9.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 38,795 |
| 305 | STANLEY DR | POCHON AVE (WEST) | POCHON AVE (EAST) | 0.149 | 9.00 | 9.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 43,298 |
| 310 | STANLEY DR | POCHON AVE (EAST) | HAMILTON RD | 0.072 | 9.00 | 9.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 20,839 |
| 315 | KELLY CR | PEACOCK BLVD | PEACOCK BLVD | 0.094 | 9.00 | 9.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 27,432 |
| 320 | POCHON AV | STANLEY DR | STANLEY DR | 0.361 | 9.00 | 9.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 104,908 |
| 325 | CROFT ST | ROSE GLEN RD N | HAMILTON RD | 0.828 | 7.50 | 9.50 | Semi-Urban | ART | HCB | 1944 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 257,883 |
| 335 | LAKE ST | 1015m E of HOPE ST S | EAST END | 0.798 | 7.50 | 9.50 | Semi-Urban | LOC | HCB | 1957 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 188,318 |
| 340 | HOPE ST S | PETER ST | LAKE ST | 0.240 | 10.00 | 12.00 | Semi-Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 75,577 |
| 345 | HOPE ST S | DORSET ST. E | PETER ST | 0.162 | 10.00 | 10.00 | Urban | COL | HCB | 1973 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 68,988 |
| 350 | HOPE ST S | FRANCIS ST | DORSET ST E | 0.260 | 10.00 | 10.00 | Urban | COL | HCB | 1973 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 110,887 |
| 355 | HOPE ST S | MCCUAL ST | FRANCIS ST | 0.266 | 10.00 | 10.00 | Urban | COL | HCB | 1972 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 113,159 |
| 360 | HOPE ST S | WARD ST | MCCUAL ST | 0.073 | 10.00 | 10.00 | Urban | COL | HCB | 1972 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 31,073 |
| 370 | HOPE ST N | HARCOURT ST | WARD ST | 0.116 | 10.00 | 10.00 | Urban | COL | HCB | 1972 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 49,385 |
| 375 | HOPE ST N | YOUNG ST | HARCOURT ST | 0.105 | 10.00 | 10.00 | Urban | COL | HCB | 1972 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 44,581 |
| 380 | HOPE ST N | BLOOMSGROVE AVE | YOUNG ST | 0.087 | 10.00 | 10.00 | Urban | COL | HCB | 1972 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 37,179 |
| 385 | HOPE ST N | ONTARIO ST | BLOOMSGROVE AVE | 0.331 | 10.00 | 10.00 | Urban | COL | HCB | 1972 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 141,172 |
| 390 | SHUTER ST | KING ST | HOPE ST N | 0.429 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 1979 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 94,504 |
| 395 | CALDWELL ST | KING ST | EAST OF KING ST | 0.137 | 6.00 | 8.00 | Semi-Urban | LOC | HCB | 1970 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 25,940 |
| 400 | KING ST | SHUTER ST | MADISON ST | 0.267 | 6.00 | 8.00 | Semi-Urban | LOC | HCB | 1965 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 50,389 |
| 405 | KING ST | PETER ST | SHUTER ST | 0.126 | 6.00 | 6.00 | Urban | LOC | HCB | 1965 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 24,379 |
| 410 | KING ST | DORSET ST. E | PETER ST | 0.173 | 6.00 | 6.00 | Urban | LOC | HCB | 1977 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 33,579 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Surface

| Road Section ID | Road Surface Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Surface Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|-------------------------|------------------|-----------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|---------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 420 | KING ST | WILLIAM ST | DORSET ST E | 0.272 | 6.00 | 6.00 | Urban | LOC | HCB | 1977 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 52,615 |
| 425 | KING ST | ARMOUR ST | WILLIAM ST | 0.033 | 6.00 | 6.00 | Urban | LOC | HCB | 1977 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 6,446 |
| 430 | KING ST | WARD ST | ARMOUR ST | 0.189 | 6.00 | 6.00 | Urban | LOC | HCB | 1977 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 36,626 |
| 435 | SHAW ST | ARMOUR ST | KING ST | 0.061 | 6.00 | 6.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 11,804 |
| 440 | ARMOUR ST | WARD ST | SHAW ST | 0.123 | 6.00 | 6.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 23,911 |
| 445 | DORSET ST E | KING ST | PRINCESS ST | 0.246 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 1972 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 54,095 |
| 450 | DORSET ST E | PRINCESS ST | HOPE ST S | 0.099 | 7.00 | 7.00 | Urban | LOC | HCB | 1972 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,273 |
| 490 | WILLIAM ST | KING ST | PRINCESS ST | 0.170 | 5.80 | 7.80 | Semi-Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 30,958 |
| 495 | WILLIAM ST | PRINCESS ST | HOPE ST S | 0.099 | 5.80 | 7.80 | Semi-Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,115 |
| 500 | FRANCIS ST | HOPE ST S | ELGIN ST S | 0.137 | 6.00 | 6.00 | Urban | LOC | HCB | 1972 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 26,586 |
| 505 | FRANCIS ST | ELGIN ST. S | DEBLAQUIRE ST S | 0.139 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 1972 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 30,711 |
| 510 | FRANCIS ST | DEBLAQUIRE ST S | EAST END | 0.124 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 1972 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 27,401 |
| 515 | PRINCESS ST | WILLIAM ST | DORSET ST | 0.259 | 6.30 | 8.30 | Semi-Urban | LOC | HCB | 1972 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 51,378 |
| 520 | PRINCESS ST | WARD ST | WILLIAM ST | 0.281 | 6.30 | 8.30 | Semi-Urban | LOC | HCB | 1972 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 55,765 |
| 545 | MCCAUL ST | HOPE ST S | ELGIN ST S | 0.136 | 7.00 | 7.00 | Urban | LOC | HCB | 1970 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 30,784 |
| 550 | COLLEGE ST | HOPE ST N | ELGIN ST N | 0.137 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 1953 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 30,111 |
| 555 | COLLEGE ST | ELGIN ST. N | DEBLAQUIRE ST N | 0.139 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 1953 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 30,665 |
| 560 | HARCOURT ST | BOBS DR | HOPE ST N | 0.111 | 5.00 | 5.00 | Urban | LOC | HCB | 1989 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,978 |
| 565 | HARCOURT ST | NORTH OF WARD ST | BOBS DR | 0.275 | 5.00 | 5.00 | Urban | LOC | HCB | 1989 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 44,364 |
| 570 | HARCOURT ST | NORTH OF WARD ST | WARD ST | 0.112 | 5.00 | 5.00 | Urban | LOC | HCB | 1989 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,075 |
| 575 | CROFT ST | ONTARIO ST | ELGIN ST N | 0.142 | 10.00 | 10.00 | Urban | COL | HCB | 1996 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 60,445 |
| 580 | CROFT ST | ELGIN ST. N | WELLINGTON ST | 0.017 | 10.00 | 10.00 | Urban | COL | HCB | 1996 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 7,152 |
| 585 | CROFT ST | WELLINGTON ST | DEBLAQUIRE ST N | 0.124 | 10.00 | 10.00 | Urban | COL | HCB | 1997 | 20 | 5% | 4 | 3 | 12 | 2020 to 2024 | 2017 | 52,830 |
| 590 | CROFT ST | DEBLAQUIRE ST. N | EAST OF DEBLAQUIRE ST | 0.126 | 7.00 | 9.00 | Semi-Urban | COL | HCB | 1987 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 36,747 |
| 595 | DEBLAQUIRE ST N | COLLEGE ST | WARD ST | 0.192 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 1962 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 42,222 |
| 600 | DEBLAQUIRE ST N | CROFT ST | COLLEGE ST | 0.295 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 1962 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 64,996 |
| 605 | BOBS DR | YOUNG ST | HARCOURT ST | 0.090 | 6.00 | 6.00 | Urban | LOC | HCB | 1971 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,416 |
| 620 | BLOOMSGROVE AV | ONTARIO ST | HOPE ST N | 0.354 | 8.00 | 8.00 | Urban | LOC | HCB | 1976 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 91,524 |
| 625 | ELLEN ST | ONTARIO ST | HOPE ST N | 0.256 | 7.00 | 7.00 | Urban | LOC | HCB | 1975 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 57,964 |
| 630 | ELLEN ST | MARTHA ST | ONTARIO ST | 0.146 | 7.00 | 7.00 | Urban | LOC | HCB | 1975 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 33,117 |
| 640 | CAROLINE ST | ONTARIO ST | MARGARET ST | 0.388 | 6.50 | 6.50 | Urban | LOC | HCB | 1975 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 81,446 |
| 645 | MADISON ST | MILL ST S | KING ST | 0.077 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1970 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 15,827 |
| 650 | MILL ST S | ROBERTSON ST | MADISON ST | 0.358 | 6.70 | 8.70 | Semi-Urban | LOC | HCB | 1940 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 75,476 |
| 675 | WARD ST | MILL ST | WARD ST | 0.010 | 10.00 | 10.00 | Urban | LOC | HCB | 1978 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 3,361 |
| 690 | MILL ST | YOUNG ST | THOMPSON DR | 0.198 | 12.00 | 12.00 | Urban | ART | HCB | 1964 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 101,111 |
| 695 | MILL ST | MARTHA ST | YOUNG ST | 0.028 | 12.00 | 12.00 | Urban | ART | HCB | 1964 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 14,128 |
| 720 | ONTARIO ST | MARTHA ST | BARRETT ST | 0.054 | 12.00 | 12.00 | Urban | ART | HCB | 1964 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 27,780 |
| 725 | ONTARIO ST | BLOOMSGROVE AVE | MARTHA ST | 0.046 | 12.00 | 12.00 | Urban | ART | HCB | 1964 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 23,746 |
| 730 | ONTARIO ST | ELLEN ST (WEST) | BLOOMSGROVE AVE | 0.110 | 12.00 | 12.00 | Urban | ART | HCB | 1964 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 56,156 |
| 735 | ONTARIO ST | ELLEN ST (EAST) | ELLEN ST (WEST) | 0.058 | 12.00 | 12.00 | Urban | ART | HCB | 1964 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 29,724 |
| 740 | ONTARIO ST | MARGARET ST | ELLEN ST (EAST) | 0.097 | 12.00 | 12.00 | Urban | ART | HCB | 1964 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 49,623 |
| 745 | ONTARIO ST | CAROLINE ST | MARGARET ST | 0.218 | 12.00 | 12.00 | Urban | ART | HCB | 1964 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 111,571 |
| 750 | ONTARIO ST | HOPE ST N | CAROLINE ST | 0.080 | 12.00 | 12.00 | Urban | ART | HCB | 1963 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 40,935 |
| 755 | ONTARIO ST | CROFT ST | HOPE ST N | 0.045 | 12.00 | 12.00 | Urban | ART | HCB | 1963 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 23,110 |
| 760 | ONTARIO ST | HOWARD ST | CROFT ST | 0.048 | 12.00 | 12.00 | Urban | ART | HCB | 1963 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 24,405 |
| 765 | ONTARIO ST | HELM ST | HOWARD ST | 0.155 | 12.00 | 12.00 | Urban | ART | HCB | 1963 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 79,066 |
| 770 | ONTARIO ST | OXFORD ST | HELM ST | 0.122 | 12.00 | 12.00 | Urban | ART | HCB | 1963 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 62,442 |
| 775 | ONTARIO ST | BRUNSWICK ST | OXFORD ST | 0.092 | 12.00 | 12.00 | Urban | ART | HCB | 1963 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 46,920 |
| 780 | ONTARIO ST | ORCHARD ST | BRUNSWICK ST | 0.092 | 12.00 | 12.00 | Urban | ART | HCB | 1963 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 46,902 |
| 785 | ONTARIO ST | ROSEVEAR BLVD | ORCHARD ST | 0.017 | 12.00 | 12.00 | Urban | ART | HCB | 1963 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 8,507 |
| 790 | ONTARIO ST | CLOVELLY ST | ROSEVEAR BLVD | 0.076 | 12.00 | 12.00 | Urban | ART | HCB | 1963 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 38,959 |
| 795 | ONTARIO ST | PHILIPS RD | CLOVELLY ST | 0.091 | 12.00 | 12.00 | Urban | ART | HCB | 1963 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 46,413 |
| 820 | THOMPSON DR | ONTARIO ST | MILL ST | 0.045 | 7.00 | 7.00 | Urban | LOC | HCB | 1971 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 10,226 |
| 825 | BROGDENS LN | ONTARIO ST | EAST OF ONTARIO ST | 0.110 | 3.00 | 3.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 10,657 |
| 835 | WELLINGTON ST | PHILIPS RD | ROSEVEAR BLVD | 0.173 | 8.00 | 10.00 | Semi-Urban | LOC | HCB | 1991 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 43,493 |
| 840 | PHILLIPS RD | ONTARIO ST | WELLINGTON ST | 0.138 | 8.00 | 8.00 | Urban | LOC | HCB | 1989 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 35,753 |
| 845 | PHILLIPS RD | WELLINGTON ST | MOLSON ST | 0.156 | 8.00 | 8.00 | Urban | LOC | HCB | 1989 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 40,399 |
| 850 | ROSEVEAR BLVD | WELLINGTON ST | ONTARIO ST | 0.136 | 8.50 | 8.50 | Urban | LOC | HCB | 1959 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 37,433 |
| 855 | ROSEVEAR BLVD (W BOUND) | ONTARIO ST | WELLINGTON ST | 0.136 | 8.50 | 8.50 | Urban | LOC | HCB | 1959 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 37,433 |
| 860 | OXFORD ST | ONTARIO ST | WELLINGTON ST | 0.138 | 8.00 | 8.00 | Urban | LOC | HCB | 1965 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 35,535 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Surface

| Road Section ID | Road Surface Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Surface Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|-------------------|-------------------------|--------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|---------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 870 | OXFORD ST | ALFRED ST | ONTARIO ST | 0.138 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1965 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 28,172 |
| 875 | BRUNSWICK ST | ALFRED ST | ONTARIO ST | 0.137 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 28,096 |
| 880 | ORCHARD ST | ALFRED ST | ONTARIO ST | 0.138 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1965 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 28,233 |
| 885 | CLOVELLY ST | ALFRED ST | ONTARIO ST | 0.135 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1967 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 27,614 |
| 890 | MITCHELL ST | MOLSON ST | SOUTH OF MOLSON ST | 0.104 | 9.00 | 11.00 | Semi-Urban | LOC | HCB | 1989 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 29,486 |
| 895 | ALFRED ST | MOLSON ST | HOPE ST N | 0.502 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1954 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 102,619 |
| 900 | WALNUT ST | MOLSON ST | ALFRED ST | 0.202 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1974 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 41,336 |
| 905 | HOPE ST N | HELM ST | ONTARIO ST | 0.194 | 8.00 | 8.00 | Urban | COL | HCB | 1987 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 66,151 |
| 915 | HOWARD ST | WEST OF ONTARIO ST | ONTARIO ST | 0.102 | 8.00 | 8.00 | Urban | LOC | HCB | 1958 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 26,420 |
| 925 | BENNETT CT | WEST OF HOPE ST N | HOPE ST N | 0.104 | 8.00 | 8.00 | Urban | LOC | HCB | 1971 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 26,821 |
| 930 | HOPE ST N | NORTH OF MOLSON ST | MOLSON ST | 0.174 | 8.00 | 8.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 44,890 |
| 940 | ELDORADO PL | MARSH ST | SOUTH OF MARSH ST | 0.263 | 7.50 | 9.50 | Semi-Urban | LOC | HCB | 1981 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 61,991 |
| 945 | MARSH ST | WEST OF HAYWARD ST | ELDORADO PL | 0.299 | 7.50 | 7.50 | Urban | LOC | HCB | 1969 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 72,475 |
| 950 | CHOATE ST | HAYWARD ST | MARSH ST | 0.130 | 7.50 | 7.50 | Urban | LOC | HCB | 1969 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 31,499 |
| 955 | HAYWARD ST | CHOATE ST | JOHN ST | 0.264 | 7.50 | 7.50 | Urban | LOC | HCB | 1956 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 64,054 |
| 960 | HAYWARD ST | JOHN ST | QUEEN ST | 0.235 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 1956 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 51,746 |
| 970 | QUEEN ST | ROBERTSON ST | HAYWARD ST | 0.145 | 10.00 | 10.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 46,970 |
| 975 | QUEEN ST | DORSET ST. W | ROBERTSON ST | 0.104 | 10.00 | 10.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 33,687 |
| 980 | QUEEN ST | AUGUST ST | DORSET ST W | 0.048 | 10.00 | 10.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 15,347 |
| 985 | QUEEN ST | SOUTH OF WALTON ST | AUGUSTA ST | 0.121 | 10.00 | 10.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 38,978 |
| 987 | QUEEN ST | WALTON ST | SOUTH OF WALTON ST | 0.094 | 10.00 | 10.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 30,326 |
| 990 | ROBERTSON ST | EAST OF QUEEN ST (NORTH | MILL ST | 0.066 | 10.00 | 10.00 | Urban | COL | HCB | 1964 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 27,918 |
| 995 | ROBERTSON ST | EAST OF QUEEN ST (SOUTH | MILL ST | 0.066 | 10.00 | 10.00 | Urban | COL | HCB | 1964 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 28,145 |
| 1000 | ROBERTSON ST | QUEEN ST | WEST OF MILL ST S | 0.046 | 10.00 | 10.00 | Urban | COL | HCB | 1964 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 19,687 |
| 1005 | ROBERTSON ST | JOHN ST | QUEEN ST | 0.230 | 10.00 | 10.00 | Urban | COL | HCB | 1992 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 98,160 |
| 1080 | BRAMLEY ST N | CUMBERLAND ST | BEDFORD ST | 0.111 | 7.00 | 7.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 25,122 |
| 1090 | DORSET ST W | WEST OF QUEEN ST | QUEEN ST | 0.099 | 13.00 | 13.00 | Urban | LOC | HCB | 1978 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 41,412 |
| 1095 | AUGUSTA ST | ELIAS ST | QUEEN ST | 0.097 | 8.00 | 8.00 | Urban | LOC | HCB | 1979 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 25,092 |
| 1097 | AUGUSTA ST | EAST OF JOHN ST | ELIAS ST | 0.041 | 8.00 | 8.00 | Urban | LOC | HCB | 1979 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 10,716 |
| 1099 | AUGUSTA ST | JOHN ST | WEST OF ELIAS ST | 0.050 | 8.00 | 8.00 | Urban | LOC | HCB | 1979 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,946 |
| 1100 | AUGUSTA ST | PINE ST S | JOHN ST | 0.113 | 8.00 | 8.00 | Urban | LOC | HCB | 1997 | 20 | 5% | 4 | 2 | 8 | based on life cycle | 2017 | 29,217 |
| 1105 | AUGUSTA ST | THOMAS ST | PINE ST S | 0.278 | 8.00 | 8.00 | Urban | LOC | HCB | 1997 | 20 | 5% | 4 | 2 | 8 | based on life cycle | 2017 | 71,779 |
| 1130 | JOHN ST | ALEXANDER ST | HAYWARD ST | 0.120 | 8.00 | 8.00 | Urban | LOC | HCB | 1995 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 31,096 |
| 1135 | JOHN ST | PARK ST | ALEXANDER ST | 0.073 | 8.00 | 8.00 | Urban | LOC | HCB | 1991 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,974 |
| 1140 | JOHN ST | DORSET ST. W | PARK ST | 0.125 | 8.00 | 8.00 | Urban | LOC | HCB | 1991 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 32,386 |
| 1145 | JOHN ST | AUGUSTA ST | DORSET ST W | 0.119 | 8.00 | 8.00 | Urban | LOC | HCB | 1991 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 30,730 |
| 1150 | JOHN ST | 67m S of WALTON ST | AUGUSTA ST | 0.192 | 8.00 | 8.00 | Urban | LOC | HCB | 1979 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 49,654 |
| 1153 | JOHN ST | WALTON ST | 67m S of WALTON ST | 0.067 | 8.00 | 8.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,413 |
| 1170 | ALEXANDER ST | WEST OF HAYWARD ST | HAYWARD ST | 0.199 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 206 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 43,823 |
| 1180 | HAYWARD ST | WEST OF ALEXANDER ST | ALEXANDER ST | 0.216 | 3.00 | 5.00 | Semi-Urban | LOC | HCB | 1956 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 20,355 |
| 1190 | POINTER ST | WEST OF ALEXANDER ST | ALEXANDER ST | 0.084 | 3.00 | 5.00 | Semi-Urban | LOC | HCB | 1981 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 7,907 |
| 1195 | HARRIS ST | CATHERINE ST | SMITH ST | 0.061 | 5.00 | 7.00 | Semi-Urban | LOC | HCB | 1971 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,541 |
| 1200 | HARRIS ST | HAY ST | CATHERINE ST | 0.124 | 5.00 | 7.00 | Semi-Urban | LOC | HCB | 1971 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,551 |
| 1205 | HARRIS ST | WEST OF HAY ST | HAY ST | 0.029 | 5.00 | 7.00 | Semi-Urban | LOC | HCB | 1971 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,615 |
| 1210 | CATHERINE ST | ALEXANDER ST | HARRIS ST | 0.061 | 5.00 | 7.00 | Semi-Urban | LOC | HCB | 1961 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,533 |
| 1215 | CATHERINE ST | HARRIS ST | ELIZABETH ST | 0.058 | 5.00 | 7.00 | Semi-Urban | LOC | HCB | 1961 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,081 |
| 1220 | CATHERINE ST | ELIZABETH ST | PERCY ST | 0.044 | 5.00 | 7.00 | Semi-Urban | LOC | HCB | 1961 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 6,859 |
| 1225 | CATHERINE ST | PERCY ST | DORSET ST W | 0.089 | 5.00 | 7.00 | Semi-Urban | LOC | HCB | 1961 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,996 |
| 1230 | ELIZABETH ST | HARRIS ST | CATHERINE ST | 0.131 | 5.00 | 7.00 | Semi-Urban | LOC | HCB | 1984 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 20,592 |
| 1235 | HAY ST | ELIZABETH ST | HARRIS ST | 0.050 | 3.50 | 5.50 | Semi-Urban | LOC | HCB | 1996 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,486 |
| 1240 | SMITH ST | HARRIS ST | PERCY ST | 0.104 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 21,329 |
| 1245 | SMITH ST | PERCY ST | PARK ST | 0.045 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,280 |
| 1250 | SMITH ST | PARK ST | DORSET ST W | 0.063 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,874 |
| 1255 | PARK ST | SMITH ST | JOHN ST | 0.137 | 8.00 | 10.00 | Semi-Urban | LOC | HCB | 1954 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 34,371 |
| 1260 | PERCY ST | CATHERINE ST | SMITH ST | 0.061 | 4.70 | 6.70 | Semi-Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 8,997 |
| 1265 | PINE ST S | AUGUSTA ST | DORSET ST | 0.161 | 8.00 | 8.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 41,516 |
| 1270 | PINE ST S | GIFFORD ST | AUGUSTA ST | 0.128 | 8.00 | 8.00 | Urban | LOC | HCB | 1992 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 33,043 |
| 1285 | PINE ST S | WALTON ST | SOUTH ST | 0.097 | 8.00 | 8.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 25,149 |
| 1290 | PINE ST S | NORTH ST | SOUTH ST | 0.143 | 8.00 | 8.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 36,956 |
| 1295 | PINE ST N | NORTH ST | BEDFORD ST | 0.148 | 10.50 | 10.50 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 50,018 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Surface

| Road Section ID | Road Surface Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Surface Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|-------------------|---------------------|------------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|---------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 1300 | ROSS ST | WEST OF PINE ST S | PINE ST S | 0.103 | 3.00 | 5.00 | Semi-Urban | LOC | HCB | 1969 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,685 |
| 1305 | GIFFORD ST | THOMAS ST | PINE ST S | 0.243 | 6.50 | 6.50 | Urban | LOC | HCB | 1992 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 51,070 |
| 1310 | STRACHAN ST | BRAMLEY ST. N | THOMAS ST | 0.383 | 6.50 | 6.50 | Urban | LOC | HCB | 1992 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 80,302 |
| 1315 | STRACHAN ST | VICTORIA ST S | BRAMLEY ST N | 0.190 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1992 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 38,830 |
| 1320 | THOMAS ST | GIFFORD ST | SHERBOURNE ST | 0.089 | 5.50 | 5.50 | Urban | LOC | HCB | 1950 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 15,880 |
| 1325 | DURHAM ST | SHERBOURNE ST | EAST OF SHERBOURNE | 0.200 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1950 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 40,983 |
| 1330 | SULLIVAN ST | LITTLE HOPE ST | EAST OF LITTLE HOPE ST | 0.064 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1966 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,155 |
| 1335 | SULLIVAN ST | BRAMLEY ST. S | LITTLE HOPE ST | 0.118 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1966 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 24,130 |
| 1350 | THOMAS ST | WALTON ST | SOUTH OF WALTON ST | 0.109 | 3.00 | 5.00 | Semi-Urban | LOC | HCB | 1968 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 10,269 |
| 1360 | VICTORIA ST S | SHERBOURNE ST | S. of TRAFALGAR ST | 0.220 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 1967 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 48,435 |
| 1365 | VICTORIA ST S | STRACHAN ST | SHERBOURNE ST | 0.110 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 1997 | 20 | 5% | 4 | 2 | 8 | based on life cycle | 2017 | 24,217 |
| 1437 | RIDOUT ST | EAST OF JULIA ST | JULIA ST | 0.068 | 9.40 | 9.40 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2017 | 27,403 |
| 1440 | RIDOUT ST | LITTLE HOPE S | JULIA ST | 0.061 | 9.40 | 9.40 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2017 | 24,442 |
| 1445 | RIDOUT ST | BRAMLEY ST. N | LITTLE HOPE ST | 0.120 | 9.40 | 9.40 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2017 | 48,105 |
| 1450 | RIDOUT ST | TORONTO RD | BRAMLEY ST N | 0.168 | 9.40 | 9.40 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2017 | 67,222 |
| 1540 | OLD CAVAN ST | CAVAN ST | N/E OF CAVAN ST | 0.232 | 3.00 | 5.00 | Semi-Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 21,890 |
| 1545 | BROWN ST | SOUTH ST | WALTON ST | 0.140 | 10.00 | 10.00 | Urban | LOC | HCB | 1991 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 45,282 |
| 1555 | BROWN ST | NORTH ST | SOUTH ST | 0.154 | 10.00 | 10.00 | Urban | LOC | HCB | 1991 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 49,636 |
| 1560 | BROWN ST | BEDFORD ST | NORTH ST | 0.181 | 10.00 | 10.00 | Urban | LOC | HCB | 1991 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 58,502 |
| 1565 | BROWN DR | BROWN ST | EAST OF BROWN ST | 0.054 | 3.00 | 3.00 | Urban | LOC | HCB | 1975 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,253 |
| 1570 | SOUTH ST | BROWN ST | CAVAN ST | 0.102 | 7.00 | 7.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 23,143 |
| 1575 | SOUTH ST | BROWN STREET | 107m W of BROWN ST | 0.105 | 7.00 | 7.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 23,803 |
| 1585 | NORTH ST | BROWN ST | CAVAN ST | 0.102 | 6.00 | 6.00 | Urban | LOC | HCB | 1968 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,673 |
| 1605 | BEDFORD ST | SEYMOUR ST | BROWN ST | 0.097 | 8.00 | 8.00 | Urban | LOC | HCB | 1996 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 24,997 |
| 1610 | BEDFORD ST | PINE ST N | SEYMOUR ST | 0.079 | 8.00 | 8.00 | Urban | LOC | HCB | 1996 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 20,311 |
| 1627 | HILL ST | BEDFORD ST | CLAYTON LN | 0.141 | 6.00 | 8.00 | Semi-Urban | LOC | HCB | 1984 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 26,535 |
| 1630 | BRUTON ST | HILL ST | PINE ST N | 0.204 | 8.00 | 8.00 | Urban | LOC | HCB | 1991 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 52,779 |
| 1635 | BRUTON ST | JULIA ST | HILL ST | 0.244 | 8.00 | 8.00 | Urban | LOC | HCB | 1991 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 62,933 |
| 1640 | HAGERMAN ST | NORTH OF WALTON ST | WALTON ST | 0.142 | 8.00 | 8.00 | Urban | LOC | HCB | 1969 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 36,614 |
| 1650 | BALDWIN ST | EAST OF JULIA ST | EAST OF CHURCH ST | 0.158 | 10.00 | 10.00 | Urban | LOC | HCB | 1981 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 50,940 |
| 1655 | CHURCH ST | BALDWIN ST | WALTON ST | 0.086 | 7.00 | 7.00 | Urban | LOC | HCB | 1981 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,492 |
| 1660 | BALDWIN ST | JULIA ST | EAST OF JULIA ST | 8.00 | 8.00 | 8.00 | Urban | LOC | HCB | 1969 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 27,046 |
| 1665 | CHARLES ST | BRAMLEY ST. N | BRUTON ST | 0.181 | 7.00 | 7.00 | Urban | LOC | HCB | 1967 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 40,872 |
| 1670 | CHARLES ST | VICTORIA ST N | BRAMLEY ST N | 0.164 | 7.00 | 7.00 | Urban | LOC | HCB | 1967 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 37,163 |
| 1675 | CHARLES ST | TORONTO RD | VICTORIA ST N | 9.00 | 9.00 | 9.00 | Urban | LOC | HCB | 1981 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 21,040 |
| 1680 | CHARLES ST | WEST OF TORONTO RD | TORONTO RD | 0.164 | 6.50 | 6.50 | Urban | LOC | HCB | 1967 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 34,516 |
| 1685 | JULIA LN | BRAMLEY ST. N | JULIA ST | 0.180 | 3.00 | 3.00 | Urban | LOC | HCB | 1967 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,446 |
| 1687 | JULIA ST | WALTON ST | JULIA LANE | 0.190 | 6.50 | 6.50 | Urban | LOC | HCB | 1967 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 39,898 |
| 1700 | BRUTON ST | TORONTO RD | VICTORIA ST N | 0.144 | 7.80 | 7.80 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 36,387 |
| 1900 | HIGHLAND DR | PINE ST N EXTENSION | CAVAN ST | 0.378 | 9.00 | 9.00 | Urban | COL | HCB | 1973 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 145,157 |
| 1905 | HIGHLAND DR | VICTORIA ST N | PINE ST N EXTENSION | 0.791 | 9.00 | 9.00 | Urban | COL | HCB | 1975 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 303,531 |
| 1920 | ARTHUR ST | TORONTO RD | VICTORIA ST N | 0.200 | 7.80 | 9.80 | Semi-Urban | LOC | HCB | 1968 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 49,168 |
| 1925 | MARS ST | TREFUSIS ST | VICTORIA ST N | 0.140 | 6.00 | 8.00 | Semi-Urban | LOC | HCB | 1954 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 26,355 |
| 1930 | FRASER ST | TORONTO RD | TREFUSIS ST | 0.161 | 7.80 | 9.80 | Semi-Urban | LOC | HCB | 1972 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 39,533 |
| 1935 | TREFUSIS ST | LAVINIA ST | FRASER ST | 0.119 | 6.00 | 8.00 | Semi-Urban | LOC | HCB | 1990 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,377 |
| 1945 | LAVINIA ST | LAVINIA ST | SOUTH END OF COURT | 0.047 | 14.00 | 14.00 | Urban | LOC | HCB | 1966 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 21,239 |
| 1950 | PERCIVAL ST | PERCIVAL ST | SOUTH END | 0.047 | 14.00 | 16.00 | Semi-Urban | LOC | HCB | 1966 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 20,724 |
| 1955 | PERCIVAL ST | PERCIVAL ST | NORTH END | 0.060 | 14.00 | 16.00 | Semi-Urban | LOC | HCB | 1966 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 26,541 |
| 1960 | PARK ST | VICTORIA ST N | EAST END | 0.059 | 8.50 | 8.50 | Urban | LOC | HCB | 1966 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,140 |
| 1965 | PERCIVAL ST | PERCIVAL CT | VICTORIA ST N | 0.069 | 8.50 | 10.50 | Semi-Urban | LOC | HCB | 1966 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,320 |
| 1970 | PERCIVAL ST | TREFUSIS ST | PERCIVAL CT | 0.072 | 8.50 | 10.50 | Semi-Urban | LOC | HCB | 1966 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,381 |
| 1975 | PERCIVAL ST | SCRIVEN BLVD | TREFUSIS ST | 0.258 | 8.50 | 10.50 | Semi-Urban | LOC | HCB | 1966 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 69,066 |
| 1980 | SCRIVEN BLVD | PERCIVAL ST | TORONTO RD | 0.062 | 8.00 | 8.00 | Urban | LOC | HCB | 1977 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 15,950 |
| 1985 | SCRIVEN BLVD | RALSTON DR | PERCIVAL ST | 0.144 | 6.50 | 6.50 | Urban | LOC | HCB | 1977 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 30,165 |
| 1990 | SCRIVEN BLVD | FREEMAN DR | RALSTON DR | 0.113 | 8.50 | 8.50 | Urban | LOC | HCB | 1983 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 31,056 |
| 1995 | SCRIVEN BLVD | JOCELYN DR | FREEMAN DR | 0.259 | 8.50 | 8.50 | Urban | LOC | HCB | 1985 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 71,110 |
| 2000 | RALSTON DR | TREFUSIS ST | VICTORIA ST N | 0.139 | 8.50 | 8.50 | Urban | LOC | HCB | 1988 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 38,285 |
| 2010 | RALSTON DR | HENEAGE ST | TREFUSIS ST | 0.122 | 8.50 | 8.50 | Urban | LOC | HCB | 1988 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 33,617 |
| 2015 | RALSTON DR | SCRIVEN BLVD | HENEAGE ST | 0.140 | 8.50 | 8.50 | Urban | LOC | HCB | 1988 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 38,377 |
| 2020 | TREFUSIS ST | RALSTON DR | SOUTH OF RALSTON DR | 0.049 | 8.50 | 8.50 | Urban | LOC | HCB | 1988 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,426 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Surface

| Road Section ID | Road Surface Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Surface Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|---------------------|------------------------|-----------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|---------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 2045 | TREFUSIS ST | JOCELYN DR | FREEMAN DR | 0.285 | 8.50 | 8.50 | Urban | LOC | HCB | 1985 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 78,113 |
| 2050 | SOUTHBY PL | TREFUSIS ST | EAST OF TREFUSIS ST | 0.049 | 8.50 | 8.50 | Urban | LOC | HCB | 1985 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,456 |
| 2055 | FREEMAN DR | TREFUSIS ST | VICTORIA ST N | 0.141 | 8.50 | 8.50 | Urban | COL | HCB | 1983 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 50,907 |
| 2060 | FREEMAN DR | HENEAGE ST | TREFUSIS ST | 0.120 | 8.50 | 8.50 | Urban | COL | HCB | 1983 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 43,611 |
| 2065 | FREEMAN DR | SCRIVEN BLVD | HENEAGE ST | 0.143 | 8.50 | 8.50 | Urban | COL | HCB | 1983 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 51,740 |
| 2070 | FREEMAN DR | JANE ST | SCRIVEN BLVD | 0.092 | 8.50 | 8.50 | Urban | COL | HCB | 1983 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 33,226 |
| 2075 | FREEMAN DR | JOCELYN ST | JANE ST | 0.220 | 8.50 | 8.50 | Urban | COL | HCB | 1983 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 79,523 |
| 2080 | JANE ST | TORONTO RD | FREEMAN DR | 0.147 | 8.50 | 8.50 | Urban | LOC | HCB | 1983 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 40,349 |
| 2085 | SILVER CR | VICTORIA N | EAST OF VICTORIA ST N | 0.089 | 7.00 | 7.00 | Urban | LOC | HCB | 1965 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 20,167 |
| 2090 | PINE ST N EXTENSION | NORTH OF HIGHLAND DR | HIGHLAND DR | 0.239 | 7.00 | 9.50 | Rural | LOC | HCB | 1985 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 51,595 |
| 3015 | LYN CR | JOCELYN ST | SOUTH OF JOCELYN ST | 0.089 | 5.00 | 7.00 | Semi-Urban | LOC | HCB | 1957 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,977 |
| 3020 | RAVINE DR | HERBERT PL | GIBSON PL (EAST) | 0.314 | 8.00 | 8.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 81,010 |
| 3025 | RAVINE DR | LYALL PL | CAVAN ST | 0.079 | 8.00 | 8.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 20,431 |
| 3030 | RAVINE DR | GIBSON PL (EAST) | LYALL PL | 0.264 | 8.00 | 8.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 68,086 |
| 3035 | RAVINE DR | GIBSON PL (WEST) | HERBERT PL | 0.031 | 8.00 | 8.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 8,079 |
| 3040 | RAVINE DR | JOCELYN DR | GIBSON PL (WEST) | 0.072 | 8.00 | 8.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,540 |
| 3045 | HERBERT PL | RAVINE DR | SOUTH OF RAVINE DR | 0.094 | 8.00 | 8.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 24,343 |
| 3050 | HODGSON ST | RAVINE DR | GIBSON PL | 0.247 | 8.00 | 8.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 63,865 |
| 3055 | GIBSON PL | RAVINE DR | EAST OF RAVINE DR | 0.053 | 8.00 | 8.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,798 |
| 3060 | LYALL PL | NORTH OF RAVINE DR | RAVINE DR | 0.074 | 8.00 | 8.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,143 |
| 3080 | MCKIBBON ST | CAVAN ST | EAST OF CAVAN ST | 0.059 | 7.50 | 7.50 | Urban | LOC | HCB | 1972 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,290 |
| 3085 | CENTENNIAL DR | CROSSLEY DR | CAVAN ST | 0.127 | 9.00 | 9.00 | Urban | COL | HCB | 1968 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 48,689 |
| 3090 | CENTENNIAL DR | CALGARY ST | CROSSLEY DR | 0.129 | 9.00 | 9.00 | Urban | COL | HCB | 1968 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 49,427 |
| 3095 | CENTENNIAL DR | CROSSLEY DR | ST. ANDREWS RD | 0.108 | 9.00 | 9.00 | Urban | COL | HCB | 1968 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 41,420 |
| 3100 | CENTENNIAL DR | ST. ANDREWS RD | CAMPBELL RD | 0.109 | 9.00 | 9.00 | Urban | COL | HCB | 1968 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 41,940 |
| 3105 | CENTENNIAL DR | CAMPBELL RD | CALGARY ST | 0.108 | 9.00 | 9.00 | Urban | COL | HCB | 1968 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 41,422 |
| 3110 | CENTENNIAL DR | HEWSON DR | CROSSLEY DR | 0.152 | 9.00 | 9.00 | Urban | COL | HCB | 1973 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 58,144 |
| 3115 | CENTENNIAL DR | HEWSON DR | HEWSON DR | 0.081 | 9.00 | 9.00 | Urban | COL | HCB | 1973 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 31,006 |
| 3120 | CENTENNIAL DR | CAROL PL | HEWSON DR | 0.205 | 9.00 | 9.00 | Urban | COL | HCB | 1973 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 78,466 |
| 3125 | CENTENNIAL DR | PAYNE CR | CAROL PL | 0.115 | 9.00 | 9.00 | Urban | COL | HCB | 1973 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 44,143 |
| 3130 | CENTENNIAL DR | VAUGHAN AVE | PAYNE CR | 0.497 | 9.00 | 9.00 | Urban | COL | HCB | 1973 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 190,460 |
| 3135 | CENTENNIAL DR | PAYNE CR | VAUGHAN AVE | 0.231 | 9.00 | 9.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 67,005 |
| 3140 | PAYNE CR | CENTENNIAL DR | JOCELYN ST | 0.065 | 9.00 | 9.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,920 |
| 3145 | PAYNE CRES | VAUGHAN AVE | CENTENNIAL DR | 0.097 | 9.00 | 9.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 28,263 |
| 3150 | PAYNE CRES | CENTENNIAL DR | VAUGHAN AVE | 0.335 | 9.00 | 9.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 97,341 |
| 3155 | VAUGHAN AV | VICTORIA ST N | PAYNE CR | 0.146 | 9.00 | 9.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 42,366 |
| 3160 | DIANE PL | PAYNE CR | SOUTH OF PAYNE CR | 0.089 | 9.00 | 9.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 25,913 |
| 3175 | CAROL PL | NORTH OF CENTENNIAL | CENTENNIAL DR | 0.068 | 9.00 | 9.00 | Urban | LOC | HCB | 1973 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,842 |
| 3180 | HEWSON DR | CENTENNIAL DR | CENTENNIAL DR | 0.453 | 9.00 | 9.00 | Urban | LOC | HCB | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 131,666 |
| 3185 | CROSSLEY DR | CENTENNIAL DR | ST. ANDREWS RD | 0.299 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 86,897 |
| 3190 | CROSSLEY DR | ST ANDREWS RD | CAMPBELL RD | 0.111 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 32,286 |
| 3195 | CROSSLEY DR | CAMPBELL RD | CALGARY ST | 0.111 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 32,250 |
| 3200 | CROSSLEY DR | CALGARY ST | CENTENNIAL DR | 0.198 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 57,588 |
| 3205 | CALGARY ST | CROSSLEY DR | CENTENNIAL DR | 0.124 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 35,968 |
| 3210 | CAMPBELL RD | CROSSLEY DR | CENTENNIAL DR | 0.148 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 42,918 |
| 3215 | ST ANDREWS RD | CROSSLEY DR | CENTENNIAL DR | 0.173 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 50,156 |
| 3220 | CROSSLEY DR | CENTENNIAL DR | JOCELYN ST | 0.070 | 9.00 | 9.00 | Urban | LOC | HCB | 1968 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 20,416 |
| 3330 | HILLCREST DR | TORONTO RD | VICTORIA ST N | 0.247 | 8.00 | 10.00 | Semi-Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 62,126 |
| 3430 | MARSH RD | BULCH RD | RAPLE BLVD | 0.673 | 7.00 | 9.00 | Semi-Urban | COL | HCB | 1969 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 195,444 |
| 3435 | FOX RD | NORTH OF JOCELYN ST | JOCELYN ST | 0.147 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1991 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 30,147 |
| 3440 | ANN ST | WEST OF TORONTO RD | TORONTO RD | 0.111 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 1965 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,598 |
| 3565 | LAKESHORE RD | 220m W of STRACHAN ST | BAULCH RD | 0.310 | 7.00 | 9.00 | Semi-Urban | ART | HCB | 1965 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 90,074 |
| 3570 | LAKESHORE RD | HASKILL RD | BAULCH RD | 1.894 | 6.00 | 8.50 | Rural | ART | HCB | 1955 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 463,259 |
| 3575 | LAKESHORE RD | DICKINSON RD | HASKILL RD | 0.888 | 6.00 | 8.50 | Rural | ART | HCB | 1955 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 217,164 |
| 3580 | LAKESHORE RD | PORT BRITIAN RD | DICKINSON RD | 0.821 | 6.00 | 8.50 | Rural | ART | HCB | 1955 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 200,920 |
| 3585 | LAKESHORE RD | WILLOWBEACH RD | PORT BRITIAN RD | 0.877 | 10.00 | 12.50 | Rural | ART | HCB | 1955 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 357,614 |
| 3590 | LAKESHORE RD | WESLEYVILLE RD | WILLOWBEACH RD | 0.902 | 6.00 | 8.50 | Rural | ART | HCB | 1955 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 220,636 |
| 3595 | LAKESHORE RD | STACY RD | WESLEYVILLE RD | 3.384 | 6.00 | 8.50 | Rural | ART | HCB | 1955 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 827,747 |
| 3600 | LAKESHORE RD | STACEY RD | EAST TOWNLINE RD | 1.256 | 6.00 | 8.50 | Rural | ART | HCB | 1955 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 307,249 |
| 3605 | BAULCH RD | 190m N of LAKESHORE RD | LAKESHORE RD | 0.191 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 6,583 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Surface

| Road Section ID | Road Surface Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Surface Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|-------------------|------------------------|------------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|---------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 3615 | BAULCH RD | HWY 401 | MARSH RD | 0.978 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 34,873 |
| 3620 | MARSH RD | BRAND RD | BAULCH RD | 0.866 | 5.50 | 7.00 | Semi-Urban | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 28,830 |
| 3625 | MARSH RD | HASKILL RD | BRAND RD | 0.754 | 5.50 | 7.00 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 24,640 |
| 3630 | MARSH RD | DEER PARK RD | HASKILL RD | 0.981 | 5.50 | 7.00 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 32,080 |
| 3650 | DICKINSON RD | LAKESHORE RD | MARSH RD | 1.481 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 48,400 |
| 3655 | DEER PARK RD | MARSH ROAD | S SIDE HIGHWAY 401 ROW | 0.848 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 32,253 |
| 3656 | DEER PARK RD | S SIDE HIGHWAY 401 ROW | N SIDE HIGHWAY 401 ROW | 0.091 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | - |
| 3657 | DEER PARK RD | N SIDE HIGHWAY 401 ROW | COUNTY RD 2 | 0.998 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 37,958 |
| 3660 | DEER PARK RD | COUNTY RD 2 | MARSH RD | 2.011 | 5.80 | 7.30 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 69,313 |
| 3670 | PORT BRITAIN RD | LAKESHORE RD | SOUTH END | 0.666 | 4.60 | 6.10 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,203 |
| 3685 | WILLOW BEACH RD | WOOLACOTT LN | LAKESHORE RD | 1.294 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 42,292 |
| 3695 | BESTS RD | WESLEYVILLE RD | MAIL RD | 0.648 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,331 |
| 3710 | WESLEYVILLE RD | MAIL RD | LAKESHORE RD | 1.779 | 6.80 | 9.30 | Rural | ART | HCB | 1967 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 493,250 |
| 3715 | WESLEYVILLE RD | BEST'S RD | MAIL RD | 0.689 | 6.80 | 9.30 | Rural | ART | HCB | 1967 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 190,898 |
| 3720 | WESLEYVILLE RD | BEST'S RD | S SIDE HIGHWAY 401 ROW | 0.301 | 6.80 | 9.30 | Rural | ART | HCB | 1967 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 83,443 |
| 3721 | WESLEYVILLE RD | S SIDE HIGHWAY 401 ROW | N SIDE HIGHWAY 401 ROW | 0.098 | 6.80 | 9.30 | Rural | ART | HCB | 1967 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | - |
| 3723 | WESLEYVILLE RD | N SIDE HIGHWAY 401 ROW | COUNTY RD 2 | 0.985 | 6.80 | 9.30 | Rural | ART | HCB | 1967 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2017 | 273,062 |
| 3725 | MAIL RD | WESLEYVILLE RD | WEST END | 0.986 | 7.00 | 8.50 | Rural | LOC | LCB | 1978 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 41,034 |
| 3730 | STACEY RD | 325m N of LAKESHORE RD | LAKESHORE RD | 0.320 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,318 |
| 3740 | MARYDALE PARK RD | WEBSTER RD | STACY RD | 0.826 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 29,457 |
| 3750 | WALLACE WOOD RD | MARYDALE PARK RD | NORTH END | 0.773 | 4.30 | 5.80 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,753 |
| 3760 | EAST TOWNLINE RD | LAKESHORE RD | MUNICIPAL BOUNDARY | 0.150 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 2,669 |
| 3765 | EAST TOWNLINE RD | MARYDALE RD | | 1.629 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 29,034 |
| 3770 | EAST TOWNLINE RD | S SIDE HIGHWAY 401 ROW | MARYDALE RD | 0.997 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 17,775 |
| 3771 | EAST TOWNLINE RD | N SIDE HIGHWAY 401 ROW | S SIDE HIGHWAY 401 ROW | 0.095 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | - |
| 3773 | EAST TOWNLINE RD | COUNTY RD 2 | N SIDE HIGHWAY 401 ROW | 0.725 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 12,926 |
| 3775 | TELEPHONE RD | HAMILTON RD | COUNTY RD 28 | 1.295 | 6.70 | 8.70 | Semi-Urban | COL | HCB | 1971 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 360,183 |
| 3795 | CHOATE RD | DALE RD | CRANBERRY RD | 1.032 | 5.20 | 6.70 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 31,905 |
| 3800 | SLEAMAN DR | CHOATE RD | SOUTH END | 0.317 | 4.90 | 6.40 | Semi-Urban | LOC | LCB | 1965 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,398 |
| 3820 | SYLVAN GLEN RD | DALE RD | 4TH LINE | 2.014 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 69,408 |
| 3835 | GUIDEBOARD RD | TORONTO RD | SOUTH END | 0.932 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 30,474 |
| 3845 | CLARKE RD | COUNTY RD 2 | SOUTH OF COUNTY RD 2 | 0.865 | 10.40 | 11.90 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 53,462 |
| 3860 | OUGHES RD | COUNTY ROAD 28 | HAMILTON RD | 0.843 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 24,548 |
| 3865 | 4TH LINE | KNOXVILLE RD | COUNTY RD 28 | 2.056 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 73,299 |
| 3870 | 4TH LINE | BARRIE RD | KNOXVILLE RD | 0.406 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,468 |
| 3875 | 4TH LINE | SYLVAN GLEN RD | BARRIE RD | 0.082 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 2,911 |
| 3880 | 4TH LINE | HARRIS RD | SYLVAN GLEN RD | 0.966 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 34,456 |
| 3885 | 4TH LINE | KELLOGG RD | COUNTY RD 10 | 0.909 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 34,562 |
| 3890 | 4TH LINE | ANDERSON RD | KELLOGG RD | 0.733 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 27,868 |
| 3895 | 4TH LINE | THOMPSON RD | ANDERSON RD | 0.831 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 31,616 |
| 3900 | 4TH LINE | DEER PARK RD | THOMPSON RD | 0.128 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,883 |
| 3905 | 4TH LINE | MASTWOODS RD | DEER PARK RD | 0.691 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 26,263 |
| 3910 | 4TH LINE | MORRIS CHURCH RD | MASTWOODS RD | 0.969 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 36,842 |
| 3915 | 4TH LINE | PIT RD | MORRISH CHURCH RD | 0.169 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 26,913 |
| 3930 | 4TH LINE | ROSEBERRY HILL RD | SZALAWGA RD | 0.113 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,042 |
| 3935 | 4TH LINE | RUNNALLS RD | ROSEBERRY HILL RD | 0.721 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 25,699 |
| 3940 | 4TH LINE | ZION RD | RUNNALLS RD | 0.108 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,851 |
| 3945 | 4TH LINE | JONES RD | ZION RD | 0.720 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 25,663 |
| 3950 | 4TH LINE | MCCULLOUGH RD | JONES RD | 0.943 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 33,609 |
| 3955 | MCULLOUGH RD | 4TH LINE | MUNICIPAL BOUNDARY | 2.186 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 37,665 |
| 3960 | ZION RD | 4TH LINE | COUNTY RD 2 | 1.975 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 70,427 |
| 3970 | SAWMILL RD | COUNTY RD 2 | NORTH END | 0.342 | 5.80 | 7.30 | Rural | LOC | LCB | 1948 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 11,781 |
| 3975 | MORRISH CHURCH RD | COUNTY RD 2 | 4TH LINE | 2.003 | 7.00 | 8.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 83,308 |
| 3990 | KNOXVILLE RD | 4TH LINE | 4TH LINE | 0.610 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,763 |
| 3995 | KNOXVILLE RD | 5TH LINE | 4TH LINE | 2.359 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 68,694 |
| 4000 | KNOXVILLE RD | 6TH LINE | 5TH LINE | 2.035 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 70,135 |
| 4005 | KNOXVILLE RD | NORTH OF 6TH LINE | 6TH LINE | 1.232 | 4.30 | 5.80 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 31,493 |
| 4010 | BICKLE RD | COUNTY RD 10 | EAST END | 0.443 | 5.20 | 6.70 | Rural | LOC | LCB | 1950 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,694 |
| 4020 | 4TH LINE | COUNTY RD. 10 | HARRIS RD | 0.841 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 29,989 |
| 4025 | MASSEY RD | KELLOG RD | COUNTY RD 10 | 0.994 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 32,479 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Surface

| Road Section ID | Road Surface Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Surface Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|---------------------|--------------------------|--------------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|---------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 4030 | BARRIE RD | 4TH LINE | 5TH LINE | 2.058 | 6.40 | 7.90 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 78,263 |
| 4040 | BROWN'S RD | 5TH LINE | HWY 28 | 1.402 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 45,831 |
| 4050 | 5TH LINE | JAMIESON RD | COUNTY RD 28 | 1.624 | 6.80 | 8.30 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 65,638 |
| 4055 | 5TH LINE | KNOXVILLE RD | JAMIESON RD | 0.812 | 6.80 | 8.30 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 32,830 |
| 4060 | 5TH LINE | HEASUP LN | KNOXVILLE RD | 0.457 | 6.80 | 8.30 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 18,486 |
| 4065 | 5TH LINE | BARRIE RD | HEASUP LN | 0.367 | 6.80 | 8.30 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 14,831 |
| 4070 | 5TH LINE | GRIST MILL RD | BARRIE RD | 1.272 | 6.80 | 8.30 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 51,412 |
| 4075 | 5TH LINE | COUNTY RD. 10 | GRIST MILL RD | 0.860 | 6.80 | 8.30 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 34,767 |
| 4080 | DODD'S RD | COUNTY RD 10 | EAST END | 0.609 | 4.60 | 6.10 | Semi-Urban | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,941 |
| 4090 | WESTVIEW PARK | KNOXVILLE RD | KNOXVILLE RD | 0.800 | 7.30 | 8.80 | Rural | LOC | LCB | 2001 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 34,704 |
| 4500 | 6TH LINE | SOUTH SLOPE DR | COUNTY RD 28 | 0.814 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 26,612 |
| 4510 | 6TH LINE | KNOXVILLE RD | JAMIESON RD | 0.799 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 26,118 |
| 4525 | 6TH LINE | WEST OF GRIST MILL RD | GRIST MILL RD | 0.304 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,408 |
| 4540 | JAMIESON RD | 7th LINE | 6th LINE | 2.020 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 69,639 |
| 4550 | WOODVALE SCHOOL RD | COUNTY RD 9 | 9th LINE | 2.056 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 70,867 |
| 4555 | WOODVALE SCHOOL RD | 9th LINE | 775m N of 9th LINE | 0.775 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 26,713 |
| 4560 | WOODVALE SCHOOL RD | 750m N of 9th LINE | NORTH END | 1.346 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 39,195 |
| 4565 | 7TH LINE | SOUTH SLOPE DR | COUNTY RD 28 | 0.830 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 31,572 |
| 4570 | 7TH LINE | JAMIESON RD | SOUTH SLOPE DR | 0.834 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 31,713 |
| 4575 | 7TH LINE | CAMPBELL RD | CAMPBELL RD | 1.646 | 6.40 | 8.90 | Rural | LOC | HCB | 1967 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 325,401 |
| 4580 | 7TH LINE | CAMPBELL RD | GRIST MILL RD | 0.831 | 6.40 | 7.90 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 31,594 |
| 4583 | 7TH LINE | COUNTY RD 10 | GRIST MILL RD | 0.881 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 33,508 |
| 4620 | GRIST MILL RD | COUNTY RD 9 | 700m S of COUNTY RD 9 | 0.644 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,198 |
| 4635 | TINKERVILLE RD | COUNTY RD 9 | NORTH END | 0.472 | 5.20 | 6.70 | Semi-Urban | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,837 |
| 4640 | 9TH LINE | HONEY RD | COUNTY RD 28 | 0.820 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 23,874 |
| 4645 | 9TH LINE | WOODVALE SCHOOL RD | HONEY RD. | 0.861 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 25,072 |
| 4663 | GILMOUR RD | BEATTY LN | COUNTY RD 9 | 0.747 | 5.50 | 7.00 | Semi-Urban | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 24,860 |
| 4665 | GILMOUR RD | BEATTY LN | COUNTY RD 9 | 1.327 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 43,374 |
| 4670 | GILMOUR RD | 10TH LINE | BEATTY LN | 2.058 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 67,275 |
| 4675 | BEATTY LN | GILMOUR RD | BEATTY LN | 0.734 | 6.40 | 7.90 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 27,906 |
| 4705 | 10TH LINE | COUNTY RD. 10 | WRIGHT RD | 0.638 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,742 |
| 4715 | EAGLESON 1ST LINE | COUNTY RD 28 | 550m W OF COUNTY ROAD 28 | 5.50 | 7.00 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,250 |
| 4720 | EAGLESON 1ST LINE | 550m W OF COUNTY ROAD 28 | POWERLINE RD | 1.908 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | - |
| 4725 | EAGLESON 1ST LINE | POWERLINE RD | WEST END | 0.957 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | - |
| 4730 | EAGLESON 1ST LINE | COUNTY RD 10 | EAST END | 1.770 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | - |
| 4735 | WRIGHT RD | COUNTY RD 10 | 10TH LINE | 2.875 | 6.40 | 7.90 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 109,331 |
| 4740 | CHALLICE 1ST LINE | COUNTY RD 10 | EAST END | 2.060 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | - |
| 4745 | FOREST CR | PINE GROVE LN | COUNTY RD 10 | 0.500 | 4.90 | 6.40 | Semi-Urban | LOC | LCB | 1963 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,832 |
| 4750 | PINE GROVE LN | FOREST CR | COUNTY RD 10 | 0.066 | 5.20 | 6.70 | Rural | LOC | LCB | 1955 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 2,039 |
| 4755 | PINE GROVE LN | WEST OF FOREST CR | FOREST CR | 0.417 | 5.20 | 6.70 | Rural | LOC | LCB | 1955 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,889 |
| 4765 | WALKER RD | OAK HILL RD | 1600m N of OAK HILL RD | 1.605 | 4.30 | 5.80 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 41,014 |
| 4770 | OAK HILL RD | WALKER RD | EAST OF WALKER RD | 0.459 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,988 |
| 4775 | OAK HILL RD | DEANS HILL RD | WALKER RD | 0.134 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,366 |
| 4780 | OAK HILL RD | BLAKE RD | DEANS HILL RD | 0.685 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,373 |
| 4785 | OAK HILL RD | HILLCREST RD | BLAKE RD | 0.159 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,187 |
| 4790 | OAK HILL RD | MCMURRAY LN | HILLCREST RD | 1.738 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 56,813 |
| 4795 | OAK HILL RD | BEAVERMEADOW RD | MCMURRAY LN | 1.446 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 47,258 |
| 4800 | OAK HILL RD | TREW RD | BEAVERMEADOW RD | 0.192 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 6,269 |
| 4805 | OAK HILL RD | COLD SPRINGS CAMP RD | TREW RD | 1.875 | 4.90 | 6.40 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 54,594 |
| 4820 | MCMURRAY LN | OAK HILL RD | NORTH END | 0.294 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 10,494 |
| 4830 | COLDSPRINGS CAMP RD | COUNTY RD 9 | OAK HILL RD | 2.223 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 39,637 |
| 4835 | COLDSPRINGS CAMP RD | OAK HILL RD | 10th LINE | 1.557 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 27,753 |
| 4837 | COLDSPRINGS CAMP RD | 10th LINE | NORTH END | 0.080 | 6.00 | 7.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 1,432 |
| 4840 | 10TH LINE | COLD SPRING CAMP RD | EAST OF COLD SPRINGS | 0.431 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,075 |
| 4850 | DUNDEE CR | FORSYTHE LN | COUNTY RD | 0.089 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 2,736 |
| 4855 | DUNDEE CR | DECKER HOLLOW RD | FORSYTHE LN | 0.301 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,307 |
| 4860 | DUNDEE CR | COLD SPRINGS CAMP RD | DECKER HOLLOW RD | 0.459 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,181 |
| 4870 | DECKER HOLLOW RD | DUNDEE CR | SOUTH END | 1.565 | 4.30 | 5.80 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 20,001 |
| 4875 | RIDGEVIEW RD | COUNTY RD 9 | SOUTH END | 0.355 | 4.30 | 5.80 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,072 |
| 4880 | BEAVERMEADOW RD | COUNTY RD 9 | OAK HILL RD | 2.389 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 78,076 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Surface

| Road Section ID | Road Surface Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Surface Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|-------------------|------------------------|------------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|---------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 4885 | ELIZABETH ST | COUNTY RD 65 | WEST END | 0.160 | 3.70 | 5.20 | Semi-Urban | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 3,582 |
| 4915 | DEANS HILL RD | COUNTY RD 9 | OAK HILL RD | 2.190 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 71,565 |
| 4930 | HAMMILL RD | COUNTY RD 9 | NORTH END | 0.571 | 4.30 | 5.80 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,593 |
| 4940 | MILL ST | 7th LINE | LACROSE CR | 1.535 | 5.20 | 6.70 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 47,438 |
| 4945 | MILL ST | JOHN ST | LAROSE CR | 0.466 | 5.20 | 6.70 | Semi-Urban | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 14,650 |
| 4950 | MILL ST | COUNTY RD 9 | JOHN ST | 0.140 | 5.20 | 6.70 | Semi-Urban | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,413 |
| 4960 | JOHN ST | MILL ST | COUNTY RD 9 | 0.229 | 3.40 | 4.90 | Semi-Urban | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,703 |
| 4965 | LAROSE CR | EAST OF MILL ST | EAST OF MILL ST | 0.253 | 6.00 | 8.00 | Semi-Urban | LOC | LCB | 1989 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 47,666 |
| 4970 | LAROSE CR | EAST OF MILL ST | EAST OF MILL ST | 1.103 | 6.00 | 8.00 | Semi-Urban | LOC | LCB | 1989 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 208,143 |
| 4975 | WOODLAND AV | FROST AVE | COUNTY RD 9 | 0.180 | 6.00 | 8.00 | Semi-Urban | LOC | LCB | 1989 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 33,889 |
| 4980 | WOODLAND AV | WRIGHT CT | FROST AVE | 0.382 | 6.00 | 8.00 | Semi-Urban | LOC | LCB | 1989 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 72,048 |
| 4985 | WOODLAND AV | WRIGHT CT | COUNTY RD 10 | 0.164 | 6.00 | 8.00 | Semi-Urban | LOC | LCB | 1989 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 30,880 |
| 5005 | WRIGHT CR | PORTER CR | WOODLAND AVE | 0.139 | 6.00 | 7.50 | Semi-Urban | LOC | LCB | 1989 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,045 |
| 5010 | WRIGHT CR | PORTER CR | NORTH END | 0.145 | 6.00 | 7.50 | Semi-Urban | LOC | LCB | 1989 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,275 |
| 5015 | PORTER CR | WRIGHT CRES | WEST END | 0.179 | 6.00 | 7.50 | Semi-Urban | LOC | LCB | 1989 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 6,511 |
| 5020 | 7TH LINE | PERRYTOWN RD | PERRYTOWN RD | 0.176 | 6.40 | 7.90 | Semi-Urban | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 6,801 |
| 5025 | 7TH LINE | MILL ST | PERRYTOWN RD | 0.835 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 31,767 |
| 5030 | 7TH LINE | SLEEPY HOLLOW LN | MILL ST | 0.822 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 31,280 |
| 5035 | 7TH LINE | BEECH HILL RD | FARINI RD | 0.831 | 6.40 | 7.90 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 31,618 |
| 5040 | 7TH LINE | RICHARSONS RD | BEECH HILL RD | 0.783 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 29,794 |
| 5045 | 7TH LINE | SOKAY'S RD | RICHARSONS RD | 1.653 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 62,863 |
| 5050 | 7TH LINE | COUNTY RD. 65 | SOKAY'S RD | 0.856 | 6.40 | 7.90 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 32,558 |
| 5067 | PERRYTOWN RD | NORTH OF 7TH LINE | 7TH LINE | 0.172 | 5.50 | 7.00 | Semi-Urban | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,729 |
| 5080 | KELLOGG RD | MASSEY RD | 4TH LINE | 0.840 | 6.00 | 7.50 | Rural | LOC | LCB | 2007 | 10 | 10% | 4 | 2 | 8 | based on life cycle | 2017 | 29,935 |
| 5090 | KELLOGG RD | 365m N of MASSEY RD | LOYALIST RD | 0.905 | 6.00 | 7.50 | Rural | LOC | LCB | 2007 | 10 | 10% | 4 | 2 | 8 | based on life cycle | 2017 | 32,269 |
| 5600 | ANDERSON RD | 4TH LINE | LOYALIST RD | 2.088 | 6.40 | 7.90 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 79,422 |
| 5605 | LOYALIST RD | KELLOGG RD | ANDERSON RD | 0.797 | 6.70 | 8.20 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 31,726 |
| 5620 | MASTWOODS RD | PELMO PARK DR (S) | 4TH LINE | 1.221 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 43,555 |
| 5625 | MASTWOODS RD | PELMO PARK DR (N) | PELMO PARK DR (S) | 0.242 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 8,642 |
| 5630 | MASTWOODS RD | MANCHOFF RD | PELMO PARK DR (N) | 0.775 | 6.00 | 7.50 | Semi-Urban | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 28,147 |
| 5635 | MASTWOODS RD | FISHER RD | MANCHOFF RD | 2.002 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 71,402 |
| 5640 | MASTWOODS RD | COUNTY RD. 65 | FISHER RD | 0.916 | 6.00 | 7.50 | Rural | COL | LCB | 1967 | 10 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 32,678 |
| 5645 | PELMO PARK DR | MASTWOODS RD | MASTWOODS RD | 0.951 | 6.00 | 7.50 | Semi-Urban | LOC | LCB | 1973 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 34,530 |
| 5650 | MANCHOFF RD | MASTWOODS RD | EAST END | 0.433 | 3.70 | 5.20 | Semi-Urban | LOC | LCB | 1964 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,704 |
| 5655 | PIT RD | 4TH LINE | NORTH END | 1.479 | 6.80 | 8.30 | Rural | LOC | LCB | 1974 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 59,771 |
| 5660 | 5TH LINE | WEST OF DUNN RD | EAST OF COUNTY RD 65 | 4.074 | 5.50 | 7.00 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 133,174 |
| 5695 | 6TH LINE | PARSONS RD | COUNTY RD 65 | 0.824 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 25,456 |
| 5700 | 6TH LINE | EAST OF DUNN RD | PARSONS RD | 0.887 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 27,411 |
| 5705 | 6TH LINE | EAST TOWNLINE RD | DUNN RD | 0.870 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 26,891 |
| 5710 | EAST TOWNLINE RD | 6th LINE | 150m N OF 6TH LINE | 0.360 | 6th LINE | 7.50 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,836 |
| 5713 | EAST TOWNLINE RD | 150m N of 6th LINE | CLARINGTON CONC RD 6 | 1.615 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 24,951 |
| 5715 | PARSONS RD | COUNTY RD 65 | NORTH END | 0.350 | 5.80 | 7.30 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,066 |
| 5785 | 6TH LINE | COUNTY RD. 65 | COUNTY RD 65 | 0.171 | 5.20 | 6.70 | Rural | LOC | LCB | 1967 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,299 |
| 5790 | ZION RD | COUNTY ROAD 2 | WEST END | 0.333 | 6.00 | 8.50 | Rural | LOC | LCB | 1967 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 61,717 |
| 665 | MILL ST | ONTARIO ST | WALTON ST | 0.164 | 9.00 | 9.00 | Urban | ART | LCB | 1978 | 40 | 5% | 4 | 4 | 16 | 2015 to 2019 | 2018 | 63,078 |
| 670 | MILL ST | WARD ST | SOUTH OF WARD ST | 0.026 | 7.00 | 7.00 | Urban | ART | LCB | 1978 | 40 | 5% | 4 | 4 | 16 | 2015 to 2019 | 2018 | 7,620 |
| 680 | MILL ST | THOMPSON DR | WARD ST | 0.152 | 9.00 | 9.00 | Urban | ART | LCB | 1978 | 40 | 5% | 4 | 4 | 16 | 2015 to 2019 | 2018 | 58,430 |
| 865 | HELM ST | HOPE ST N | ONTARIO ST | 0.114 | 8.00 | 8.00 | Urban | LOC | LCB | 1998 | 20 | 10% | 4 | 2 | 8 | based on life cycle | 2018 | 29,425 |
| 920 | BEAMISH ST | WEST OF HOPE ST N | HOPE ST N | 0.114 | 7.00 | 9.00 | Semi-Urban | LOC | LCB | 1998 | 20 | 10% | 4 | 2 | 8 | based on life cycle | 2018 | 25,177 |
| 1125 | ELIAS ST | NORTH OF AUGUSTA | AUGUSTA ST | 0.104 | 10.00 | 10.00 | Urban | LOC | LCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 33,620 |
| 1460 | LAKESHORE RD | SHORTT ST | 370m W of SHORTT ST | 0.373 | 7.00 | 9.00 | Semi-Urban | ART | LCB | 1965 | 40 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2018 | 108,409 |
| 1940 | TREFUSIS ST | PERCIVAL ST | LAVINIA ST | 0.122 | 6.00 | 6.00 | Urban | LOC | LCB | 1990 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 23,652 |
| 3073 | CHOATE RD | S SIDE HIGHWAY 401 ROW | N SIDE HIGHWAY 401 ROW | 0.075 | 6.00 | 7.50 | Semi-Urban | COL | LCB | 2008 | 10 | 20% | 4 | 3 | 12 | 2020 to 2024 | 2018 | - |
| 3075 | CHOATE RD | HIGHWAY 401 ROW | 400m N OF HIGHWAY 401 | 0.341 | 6.00 | 7.50 | Semi-Urban | COL | LCB | 2008 | 10 | 20% | 4 | 3 | 12 | 2020 to 2024 | 2018 | 12,387 |
| 3790 | CHOATE RD | CRANBERRY RD | HAWKINS RD | 0.516 | 6.00 | 7.50 | Rural | COL | LCB | 2008 | 10 | 20% | 4 | 3 | 12 | 2020 to 2024 | 2018 | 18,408 |
| 70 | LAKE ST | HOPE ST S | 845m E of HOPE ST S | 0.846 | 7.50 | 9.50 | Semi-Urban | LOC | LCB | 1999 | 20 | 15% | 4 | 2 | 8 | based on life cycle | 2019 | 199,495 |
| 332 | LAKE ST | 845m E of HOPE ST S | 1015m E of HOPE ST S | 0.168 | 7.50 | 9.50 | Semi-Urban | LOC | LCB | 1999 | 20 | 15% | 4 | 2 | 8 | based on life cycle | 2019 | 39,548 |
| 455 | DORSET ST E | HOPE ST S | DEBLAQUIRE ST S | 0.200 | 7.50 | 7.50 | Urban | LOC | LCB | 1999 | 20 | 15% | 4 | 2 | 8 | based on life cycle | 2019 | 48,533 |
| 700 | ONTARIO ST | BROGDENS LN | WALTON ST | 0.056 | 12.00 | 12.00 | Urban | ART | LCB | 1979 | 40 | 8% | 4 | 4 | 16 | 2015 to 2019 | 2019 | 28,582 |
| 705 | ONTARIO ST | MAITLAND ST | BROGDENS LN | 0.038 | 12.00 | 12.00 | Urban | ART | LCB | 1979 | 40 | 8% | 4 | 4 | 16 | 2015 to 2019 | 2019 | 19,593 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Surface

| Road Section ID | Road Surface Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Surface Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|-------------------|-----------------------|-----------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|---------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 1370 | VICTORIA ST S | SULLIVAN ST | STRACHAN ST | 0.112 | 7.00 | 9.00 | Semi-Urban | COL | HCB | 1967 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2019 | 32,409 |
| 1375 | VICTORIA ST S | RIDOUT ST | SULLIVAN ST | 0.126 | 7.00 | 9.00 | Semi-Urban | COL | HCB | 1967 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2019 | 36,644 |
| 1725 | TORONTO RD | VICTORIA ST S | RIDOUT ST | 0.057 | 10.00 | 10.00 | Urban | ART | HCB | 1981 | 40 | 13% | 4 | 5 | 20 | 2015 to 2019 | 2019 | 24,434 |
| 1730 | TORONTO RD | CHARLES ST | VICTORIA ST N | 0.112 | 10.00 | 10.00 | Urban | ART | HCB | 1981 | 40 | 13% | 4 | 5 | 20 | 2015 to 2019 | 2019 | 47,670 |
| 1735 | TORONTO RD | BRUTON ST | CHARLES ST | 0.142 | 10.00 | 10.00 | Urban | ART | HCB | 1981 | 40 | 13% | 4 | 5 | 20 | 2015 to 2019 | 2019 | 60,464 |
| 1740 | TORONTO RD | YEOVILLE LN | BRUTON ST | 0.065 | 10.00 | 10.00 | Urban | ART | HCB | 1981 | 40 | 13% | 4 | 5 | 20 | 2015 to 2019 | 2019 | 27,754 |
| 1745 | TORONTO RD | ARTHUR ST | YEOVILLE LN | 0.042 | 10.00 | 10.00 | Urban | ART | HCB | 1981 | 40 | 13% | 4 | 5 | 20 | 2015 to 2019 | 2019 | 17,778 |
| 1750 | TORONTO RD | HILLCREST DR | ARTHUR ST | 0.087 | 10.00 | 10.00 | Urban | ART | HCB | 1981 | 40 | 13% | 4 | 5 | 20 | 2015 to 2019 | 2019 | 36,937 |
| 1755 | TORONTO RD | FRASER ST | HILLCREST DR | 0.082 | 10.00 | 10.00 | Urban | ART | HCB | 1981 | 40 | 13% | 4 | 5 | 20 | 2015 to 2019 | 2019 | 35,154 |
| 3230 | TREFUSIS ST | VICTORIA ST N | JOCELYN ST | 0.476 | 8.00 | 8.00 | Urban | LOC | HCB | 1999 | 20 | 15% | 4 | 2 | 8 | based on life cycle | 2019 | 122,970 |
| 3235 | CHALMERS CRT | TREFUSIS ST | EAST OF TREFUSIS | 0.083 | 8.00 | 8.00 | Urban | LOC | HCB | 1999 | 20 | 15% | 4 | 2 | 8 | based on life cycle | 2019 | 21,401 |
| 4530 | JAMIESON RD | 6TH LINE | 5TH LINE | 1.818 | 5.50 | 7.00 | Rural | LOC | LCB | 2009 | 10 | 30% | 3 | 2 | 6 | based on life cycle | 2019 | 380,590 |
| 25 | PETER ST | HOPE ST S | NELSON ST | 0.407 | 14.00 | 14.00 | Urban | ART | HCB | 1980 | 40 | 10% | 4 | 5 | 20 | 2015 to 2019 | 2020 | 242,884 |
| 185 | WARD ST | PRINCESS ST | HOPE ST N | 0.121 | 10.00 | 10.00 | Urban | COL | HCB | 2000 | 20 | 20% | 4 | 3 | 12 | 2020 to 2024 | 2020 | 51,714 |
| 190 | WARD ST | KING ST | PRINCESS ST | 0.127 | 10.00 | 10.00 | Urban | COL | HCB | 2000 | 20 | 20% | 4 | 3 | 12 | 2020 to 2024 | 2020 | 54,108 |
| 195 | WARD ST | ARMOUR ST | KING ST | 0.095 | 10.00 | 10.00 | Urban | COL | HCB | 2000 | 20 | 20% | 4 | 3 | 12 | 2020 to 2024 | 2020 | 40,558 |
| 525 | DEBLAQUIRE ST S | FRANCIS ST | ELGIN ST S | 0.310 | 7.50 | 9.50 | Semi-Urban | LOC | HCB | 1946 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 73,143 |
| 530 | DEBLAQUIRE ST S | FRANCIS ST | MCCAUL ST | 0.193 | 7.50 | 7.50 | Urban | LOC | HCB | 1946 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 46,793 |
| 1600 | BEDFORD ST | BROWN ST | CAVAN ST | 0.115 | 8.00 | 8.00 | Urban | LOC | HCB | 1996 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 29,619 |
| 3335 | RAPLEY BLVD | RAMSEY RD | SOUTH OF RAMSEY RD | 0.089 | 10.00 | 10.00 | Urban | LOC | HCB | 2000 | 20 | 20% | 4 | 2 | 8 | based on life cycle | 2020 | 28,586 |
| 3340 | RAPLEY BLVD | JEFFRIES ST | RAMSEY RD | 0.093 | 10.00 | 10.00 | Urban | LOC | HCB | 2000 | 20 | 20% | 4 | 2 | 8 | based on life cycle | 2020 | 30,138 |
| 3345 | RAPLEY BLVD | HUFFMAN AVE | JEFFRIES ST | 0.174 | 10.00 | 10.00 | Urban | LOC | HCB | 2000 | 20 | 20% | 4 | 2 | 8 | based on life cycle | 2020 | 56,029 |
| 3350 | RAPLEY BLVD | JARVIS DR | HUFFMAN AVE | 0.175 | 10.00 | 10.00 | Urban | LOC | HCB | 2000 | 20 | 20% | 4 | 2 | 8 | based on life cycle | 2020 | 56,508 |
| 3355 | RAPLEY BLVD | MARSH RD | JARVIS DR | 0.227 | 10.00 | 10.00 | Urban | LOC | HCB | 2000 | 20 | 20% | 4 | 2 | 8 | based on life cycle | 2020 | 73,167 |
| 3360 | JARVIS DR | WEST OF RAPLEY BLVD | RAPLEY BLVD | 0.221 | 8.00 | 8.00 | Urban | LOC | HCB | 2000 | 20 | 20% | 4 | 2 | 8 | based on life cycle | 2020 | 57,134 |
| 3365 | JARVIS DR | NORTH OF HUFFMAN BLVD | NORTH OF HUFFMAN BLVD | 0.203 | 8.00 | 8.00 | Urban | LOC | HCB | 2000 | 20 | 20% | 4 | 2 | 8 | based on life cycle | 2020 | 52,569 |
| 3370 | JARVIS DR | NORTH OF HUFFMAN BLVD | HUFFMAN BLVD | 0.074 | 8.00 | 8.00 | Urban | LOC | HCB | 2000 | 20 | 20% | 4 | 2 | 8 | based on life cycle | 2020 | 19,019 |
| 3375 | HUFFMAN AV | JARVIS DR (EAST) | RAPLEY BLVD | 0.086 | 8.00 | 8.00 | Urban | LOC | HCB | 2000 | 20 | 20% | 4 | 2 | 8 | based on life cycle | 2020 | 22,259 |
| 3380 | HUFFMAN AV | JARVIS DR (WEST) | RAPLEY BLVD | 0.422 | 8.00 | 8.00 | Urban | LOC | HCB | 2000 | 20 | 20% | 4 | 2 | 8 | based on life cycle | 2020 | 109,070 |
| 3385 | JEFFRIES ST | RAMSEY RD | RAPLEY BLVD | 0.298 | 8.00 | 8.00 | Urban | LOC | HCB | 2000 | 20 | 20% | 4 | 2 | 8 | based on life cycle | 2020 | 77,015 |
| 3390 | JEFFRIES ST | RAMSEY RD | SOUTH OF RAMSEY RD | 0.037 | 8.00 | 8.00 | Urban | LOC | HCB | 2000 | 20 | 20% | 4 | 2 | 8 | based on life cycle | 2020 | 9,635 |
| 3395 | RAMSEY RD | JEFFRIES ST | RAPLEY BLVD | 0.215 | 8.00 | 8.00 | Urban | LOC | HCB | 2000 | 20 | 20% | 4 | 2 | 8 | based on life cycle | 2020 | 55,549 |
| 3420 | MARSH RD | FOX RD | TORONTO RD | 0.106 | 10.00 | 10.00 | Urban | COL | HCB | 2000 | 20 | 20% | 4 | 3 | 12 | 2020 to 2024 | 2020 | 45,302 |
| 3425 | MARSH RD | RAPLEY BLVD | FOX RD. | 0.130 | 10.00 | 10.00 | Urban | COL | HCB | 2000 | 20 | 20% | 4 | 3 | 12 | 2020 to 2024 | 2020 | 55,200 |
| 3915 | 4TH LINE | PIT RD | MORRISH CHURCH RD | 0.539 | 6.40 | 7.90 | Rural | COL | LCB | 2010 | 10 | 40% | 3 | 3 | 9 | based on life cycle | 2020 | 25,353 |
| 3920 | 4TH LINE | COUNTY RD. 65 | PIT RD | 0.834 | 6.40 | 7.90 | Rural | COL | LCB | 2010 | 10 | 40% | 3 | 3 | 9 | based on life cycle | 2020 | 39,264 |
| 3925 | 4TH LINE | SZALAWGA RD | COUNTY RD 65 | 0.827 | 6.00 | 7.50 | Rural | COL | LCB | 2010 | 10 | 40% | 3 | 3 | 9 | based on life cycle | 2020 | 36,265 |
| 180 | WARD ST | HOPE ST N | ELGIN ST N | 0.159 | 10.00 | 10.00 | Urban | COL | HCB | 2001 | 20 | 25% | 4 | 3 | 12 | 2020 to 2024 | 2021 | 67,947 |
| 535 | MCCAUL ST | ELGIN ST. S | DEBLAQUIRE ST S | 0.140 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 2001 | 20 | 25% | 4 | 2 | 8 | based on life cycle | 2021 | 30,823 |
| 540 | MCCAUL ST | DEBLAQUIRE ST. S | EAST OF DEBLAQUIRE | 0.122 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 2001 | 20 | 25% | 4 | 2 | 8 | based on life cycle | 2021 | 26,817 |
| 1345 | LITTLE HOPE ST | WALTON ST | SULLIVAN ST | 0.128 | 6.30 | 8.30 | Semi-Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2021 | 25,295 |
| 1475 | MAITLAND ST | CAVAN ST | ONTARIO ST | 0.101 | 6.50 | 6.50 | Urban | LOC | HCB | 1966 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2021 | 21,276 |
| 1760 | TORONTO RD | LAVINIA ST | FRASER ST | 0.202 | 10.00 | 10.00 | Urban | ART | HCB | 1981 | 40 | 13% | 4 | 5 | 20 | 2015 to 2019 | 2021 | 85,976 |
| 1765 | TORONTO RD | SCRIVEN BLVD | CLIFTON RD | 0.051 | 10.00 | 10.00 | Urban | ART | HCB | 1981 | 40 | 13% | 4 | 5 | 20 | 2015 to 2019 | 2021 | 21,626 |
| 1770 | TORONTO RD | CLIFTON RD | LAVINIA ST | 0.077 | 10.00 | 10.00 | Urban | ART | HCB | 1981 | 40 | 13% | 4 | 5 | 20 | 2015 to 2019 | 2021 | 32,607 |
| 1775 | TORONTO RD | JANE ST | SCRIVEN BLVD | 0.302 | 10.00 | 10.00 | Urban | ART | HCB | 1981 | 40 | 13% | 4 | 5 | 20 | 2015 to 2019 | 2021 | 128,827 |
| 1780 | TORONTO RD | JOCELYN DR | JANE ST | 0.302 | 10.00 | 10.00 | Urban | ART | HCB | 1981 | 40 | 13% | 4 | 5 | 20 | 2015 to 2019 | 2021 | 128,560 |
| 1895 | CHESTNUT HILL | CAVAN ST | HIGHLAND DR | 0.220 | 8.00 | 8.00 | Urban | LOC | HCB | 2001 | 20 | 25% | 4 | 2 | 8 | based on life cycle | 2021 | 56,806 |
| 3165 | SPICER ST | N/W OF KLEIN ST | CENTENNIAL DR | 0.369 | 9.00 | 9.00 | Urban | LOC | HCB | 2001 | 20 | 25% | 4 | 2 | 8 | based on life cycle | 2021 | 107,141 |
| 3170 | KLEIN ST | VICTORIA ST N | SPICER ST | 0.247 | 9.00 | 9.00 | Urban | LOC | HCB | 2001 | 20 | 25% | 4 | 2 | 8 | based on life cycle | 2021 | 71,778 |
| | EAST TOWNLINE RD | | | 0.000 | | | Rural | LOC | LCB | 2011 | 10 | 50% | 3 | 2 | 6 | based on life cycle | 2021 | 47,654 |
| 3410 | BAXTER PL | RAPLEY BLVD | RAPLEY BLVD | 0.356 | 8.00 | 8.00 | Urban | LOC | HCB | 2001 | 20 | 25% | 4 | 2 | 8 | based on life cycle | 2021 | 91,972 |
| 1060 | BRAMLEY ST N | CHARLES ST | RIDOUT ST | 0.135 | 8.00 | 8.00 | Urban | LOC | HCB | 2002 | 20 | 30% | 3 | 2 | 6 | based on life cycle | 2022 | 34,911 |
| 1495 | BARRETT ST | CAVAN ST | EAST OF CAVAN ST | 0.150 | 8.00 | 8.00 | Urban | LOC | HCB | 1964 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 38,789 |
| 1500 | BARRETT ST | EAST OF CAVAN ST | ONTARIO ST | 0.119 | 8.00 | 8.00 | Urban | LOC | HCB | 2012 | 20 | 80% | 1 | 2 | 2 | based on life cycle | 2022 | 30,799 |
| 1615 | BEDFORD ST | HILL ST | PINE ST N | 0.208 | 8.00 | 8.00 | Urban | LOC | HCB | 2002 | 20 | 30% | 3 | 2 | 6 | based on life cycle | 2022 | 53,690 |
| 20 | PETER ST | NELSON ST | ROSE GLEN RD. S | 0.430 | 14.00 | 14.00 | Urban | ART | HCB | 1983 | 40 | 18% | 4 | 5 | 20 | 2015 to 2019 | 2023 | 256,433 |
| 330 | BENSON CT | NORTH OF CROFT ST | CROFT ST | 0.170 | 7.50 | 9.50 | Semi-Urban | LOC | HCB | 2003 | 20 | 35% | 3 | 2 | 6 | based on life cycle | 2023 | 40,100 |
| 1470 | CAVAN ST | MATILAND ST | WALTON ST | 0.067 | 6.80 | 6.80 | Urban | COL | HCB | 2010 | 20 | 70% | 2 | 3 | 6 | based on life cycle | 2023 | 19,541 |
| 1480 | CAVAN ST | SOUTH ST | MAITLAND ST | 0.129 | 6.80 | 6.80 | Urban | COL | HCB | 2010 | 20 | 70% | 2 | 3 | 6 | based on life cycle | 2023 | 37,292 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Surface

| Road Section ID | Road Surface Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Surface Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|-------------------|-------------------------|-------------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|---------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 1490 | CAVAN ST | BARRETT ST | SOUTH ST | 0.052 | 6.80 | 6.80 | Urban | COL | HCB | 2010 | 20 | 70% | 2 | 3 | 6 | based on life cycle | 2023 | 14,949 |
| 1505 | CAVAN ST | NORTH ST | BARRETT ST | 0.112 | 6.80 | 6.80 | Urban | COL | HCB | 2011 | 20 | 75% | 2 | 3 | 6 | based on life cycle | 2023 | 32,605 |
| 1510 | CAVAN ST | BEDFORD ST | NORTH ST | 0.204 | 6.80 | 6.80 | Urban | COL | HCB | 2011 | 20 | 75% | 2 | 3 | 6 | based on life cycle | 2023 | 59,161 |
| 1515 | CAVAN ST | CRAIG ST | BEDFORD ST | 0.073 | 6.80 | 6.80 | Urban | COL | HCB | 2012 | 20 | 80% | 1 | 3 | 3 | based on life cycle | 2023 | 21,279 |
| 1520 | CAVAN ST | HIGHLAND DR | CRAIG ST | 0.180 | 6.80 | 6.80 | Urban | COL | HCB | 2012 | 20 | 80% | 1 | 3 | 3 | based on life cycle | 2023 | 52,186 |
| 1525 | CAVAN ST | RAVINE DR | HIGHLAND DR | 0.578 | 6.80 | 6.80 | Urban | COL | HCB | 1964 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2023 | 167,650 |
| 1530 | CAVAN ST | OLD CAVAN ST | RAVINE DR | 0.047 | 6.80 | 8.80 | Semi-Urban | COL | HCB | 1964 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2023 | 13,286 |
| 1535 | CAVAN ST | JOCELYN ST | OLD CAVAN ST | 0.249 | 6.80 | 8.80 | Semi-Urban | COL | HCB | 1964 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2023 | 70,325 |
| 3065 | CAVAN ST | CENTENNIAL DR | JOCELYN ST | 0.082 | 6.80 | 8.80 | Semi-Urban | COL | HCB | 1964 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2023 | 23,054 |
| 3070 | CAVAN ST | MCGIBBON ST | CENTENNIAL DR | 0.182 | 6.80 | 8.80 | Semi-Urban | COL | HCB | 1964 | 20 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2023 | 51,510 |
| 3745 | MARYDALE PARK RD | EAST TOWNLINE RD | WEBSTER RD | 0.390 | 6.00 | 7.50 | Rural | LOC | LCB | 2013 | 10 | 70% | 2 | 2 | 4 | based on life cycle | 2023 | 13,908 |
| 35 | PETER ST | MILL ST S | KING ST | 0.105 | 14.00 | 14.00 | Urban | ART | HCB | 1965 | 40 | 0% | 5 | 5 | 25 | 2016 | 2024 | 62,553 |
| 210 | TALBOT DR | WARD ST | NORTH END | 0.134 | 8.00 | 8.00 | Urban | LOC | HCB | 2004 | 20 | 40% | 3 | 2 | 6 | based on life cycle | 2024 | 44,151 |
| 610 | YOUNG ST | MILL ST S | BOBS DR | 0.217 | 7.00 | 7.00 | Urban | LOC | HCB | 2004 | 20 | 40% | 3 | 2 | 6 | based on life cycle | 2024 | 49,026 |
| 615 | YOUNG ST | BOBS DR | HOPE ST N | 0.166 | 7.00 | 7.00 | Urban | LOC | HCB | 2004 | 20 | 40% | 3 | 2 | 6 | based on life cycle | 2024 | 37,454 |
| 710 | ONTARIO ST | THOMPSON DR | MAITLAND ST | 0.168 | 12.00 | 12.00 | Urban | ART | HCB | 1984 | 40 | 20% | 4 | 4 | 16 | 2015 to 2019 | 2024 | 85,933 |
| 1030 | BRAMLEY ST S | TRAFALGAR ST | DORSET ST W | 0.056 | 8.00 | 8.00 | Urban | COL | HCB | 2004 | 20 | 40% | 3 | 3 | 9 | based on life cycle | 2024 | 19,118 |
| 1035 | BRAMLEY ST S | DURHAM ST | TRAFALGAR ST | 0.037 | 8.00 | 8.00 | Urban | COL | HCB | 2004 | 20 | 40% | 3 | 3 | 9 | based on life cycle | 2024 | 12,751 |
| 1040 | BRAMLEY ST S | SHERBOURNE ST | DURHAM ST | 0.091 | 8.00 | 8.00 | Urban | COL | HCB | 2004 | 20 | 40% | 3 | 3 | 9 | based on life cycle | 2024 | 31,082 |
| 1045 | BRAMLEY ST S | STRACHAN ST | SHERBOURNE ST | 0.110 | 8.00 | 8.00 | Urban | COL | HCB | 2004 | 20 | 40% | 3 | 3 | 9 | based on life cycle | 2024 | 37,587 |
| 1050 | BRAMLEY ST S | SULLIVAN ST | STRACHAN ST | 0.110 | 8.00 | 8.00 | Urban | COL | HCB | 2004 | 20 | 40% | 3 | 3 | 9 | based on life cycle | 2024 | 37,547 |
| 1055 | BRAMLEY ST S | SOUTH OF RIDOUT ST | SULLIVAN ST | 0.063 | 8.00 | 8.00 | Urban | COL | HCB | 2004 | 20 | 40% | 3 | 3 | 9 | based on life cycle | 2024 | 21,445 |
| 1057 | BRAMLEY ST S | RIDOUT ST | SOUTH OF RIDOUT ST | 0.065 | 8.00 | 8.00 | Urban | COL | HCB | 2004 | 20 | 40% | 3 | 3 | 9 | based on life cycle | 2024 | 22,185 |
| 1120 | SHERBOURNE ST | VICTORIA ST S | BRAMLEY ST S | 0.197 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 2004 | 20 | 40% | 3 | 2 | 6 | based on life cycle | 2024 | 43,453 |
| 1355 | TRAFALGAR ST | VICTORIA ST S | BRAMLEY ST S | 0.208 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 2004 | 20 | 40% | 3 | 2 | 6 | based on life cycle | 2024 | 45,783 |
| 1400 | WALTON ST | BROWN ST | CAVAN ST | 0.116 | 13.50 | 13.50 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2024 | 66,894 |
| 1405 | WALTON ST | PINE ST S | BROWN ST | 0.133 | 13.50 | 13.50 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2024 | 76,619 |
| 1410 | WALTON ST | HAGERMAN ST | PINE ST S | 0.112 | 9.40 | 9.40 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2024 | 45,019 |
| 1420 | WALTON ST | HILL ST | HAGERMAN ST | 0.103 | 9.40 | 9.40 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2024 | 41,162 |
| 1425 | WALTON ST | THOMAS ST | HILL ST | 0.042 | 9.40 | 9.40 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2024 | 16,691 |
| 1430 | WALTON ST | CHURCH ST | THOMAS ST | 0.066 | 9.40 | 9.40 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2024 | 26,492 |
| 1435 | WALTON ST | CHURCH ST | EAST OF JULIA ST | 0.070 | 9.40 | 9.40 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2024 | 27,924 |
| 3010 | CLIFTON RD | WEST OF TORONTO RD | TORONTO RD | 0.397 | 8.00 | 8.00 | Urban | LOC | HCB | 2004 | 20 | 40% | 3 | 2 | 6 | based on life cycle | 2024 | 102,564 |
| 3445 | FOX RD | NORTH OF TORONTO RD | TORONTO RD | 0.517 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 2004 | 20 | 40% | 3 | 2 | 6 | based on life cycle | 2024 | 105,712 |
| 4715 | EAGLESON 1ST LINE | COUNTY RD 28 | 550m W OF COUNTY ROAD 2 | 0.566 | 5.50 | 7.00 | Rural | LOC | LCB | 2014 | 10 | 80% | 1 | 2 | 2 | based on life cycle | 2024 | 12,118 |
| 4720 | EAGLESON 1ST LINE | 550m W OF COUNTY ROAD 2 | POWERLINE RD | | 5.50 | 7.00 | Rural | LOC | LCB | 2014 | 10 | 80% | 1 | 2 | 2 | based on life cycle | 2024 | 40,733 |
| 4725 | EAGLESON 1ST LINE | POWERLINE RD | WEST END | 0.957 | 5.50 | 7.00 | Rural | LOC | LCB | 2014 | 10 | 80% | 1 | 2 | 2 | based on life cycle | 2024 | 20,367 |
| 4730 | EAGLESON 1ST LINE | COUNTY RD 10 | EAST END | 1.770 | 5.50 | 7.00 | Rural | LOC | LCB | 2014 | 10 | 80% | 1 | 2 | 2 | based on life cycle | 2024 | 37,678 |
| 4825 | TREW RD | OAK HILL RD | NORTH END | 1.443 | 5.50 | 7.00 | Rural | LOC | HCB | 2014 | 10 | 80% | 1 | 2 | 2 | based on life cycle | 2024 | 47,163 |
| 4990 | FROST AV | CALDWELL CT | WOODLAND AVE | 0.163 | 6.00 | 7.50 | Semi-Urban | LOC | LCB | 2014 | 10 | 80% | 1 | 2 | 2 | based on life cycle | 2024 | 5,935 |
| 4995 | FROST AV | CALDWELL CT | WEST END | 0.074 | 6.00 | 7.50 | Semi-Urban | LOC | LCB | 2014 | 10 | 80% | 1 | 2 | 2 | based on life cycle | 2024 | 2,696 |
| 5000 | CALDWELL CT | FROST AV | NORTH END | 0.177 | 6.00 | 7.50 | Semi-Urban | LOC | LCB | 2014 | 10 | 80% | 1 | 2 | 2 | based on life cycle | 2024 | 6,418 |
| 815 | WELLINGTON ST | OXFORD ST | CROFT ST | 0.255 | 8.00 | 10.00 | Semi-Urban | LOC | HCB | 2005 | 20 | 45% | 3 | 2 | 6 | based on life cycle | 2025 | 64,152 |
| 830 | WELLINGTON ST | ROSEVEAR BLVD | OXFORD ST | 0.199 | 8.00 | 10.00 | Semi-Urban | LOC | HCB | 2005 | 20 | 45% | 3 | 2 | 6 | based on life cycle | 2025 | 50,092 |
| 910 | HOPE ST N | MOLSON ST | HELM ST | 0.482 | 10.00 | 10.00 | Urban | COL | HCB | 2005 | 20 | 45% | 3 | 3 | 9 | based on life cycle | 2025 | 205,462 |
| 1380 | WALTON ST | QUEEN ST | MILL ST S | 0.117 | 13.50 | 13.50 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2025 | 67,540 |
| 1385 | WALTON ST | ONTARIO ST | QUEEN ST | 0.094 | 13.50 | 13.50 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2025 | 54,262 |
| 1390 | WALTON ST | JOHN ST | ONTARIO ST | 0.041 | 13.50 | 13.50 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2025 | 23,865 |
| 1395 | WALTON ST | CAVAN ST | JOHN ST | 0.051 | 13.50 | 13.50 | Urban | ART | HCB | 1975 | 40 | 0% | 5 | 5 | 25 | 2016 | 2025 | 29,110 |
| 1870 | VICTORIA ST | VAUGHAN AVE | JOCELYN ST | 0.179 | 10.00 | 10.00 | Urban | COL | HCB | 2005 | 20 | 45% | 3 | 3 | 9 | based on life cycle | 2025 | 76,208 |
| 1875 | VICTORIA ST | TREFUSIS ST | VAUGHAN AV | 0.108 | 10.00 | 10.00 | Urban | COL | HCB | 2005 | 20 | 45% | 3 | 3 | 9 | based on life cycle | 2025 | 45,891 |
| 1880 | VICTORIA ST | KLEIN ST | TREFUSIS ST | 0.085 | 10.00 | 10.00 | Urban | COL | HCB | 2005 | 20 | 45% | 3 | 3 | 9 | based on life cycle | 2025 | 36,409 |
| 1885 | VICTORIA ST | KLEIN ST | S SIDE HIGHWAY 401 RO | 0.208 | 10.00 | 10.00 | Urban | COL | HCB | 2005 | 20 | 45% | 3 | 3 | 9 | based on life cycle | 2025 | 88,651 |
| 4740 | CHALLICE 1ST LINE | COUNTY RD 10 | EAST END | | 6.00 | 7.50 | Rural | LOC | LCB | 2015 | 10 | 90% | 1 | 2 | 2 | based on life cycle | 2025 | 72,224 |
| 3415 | JIGGINS CT | JARVIS DR | JARVIS DR | 0.487 | 8.00 | 8.00 | Urban | LOC | HCB | 2005 | 20 | 45% | 3 | 2 | 6 | based on life cycle | 2025 | 125,815 |
| 460 | ELGIN ST S | FRANCIS ST | DEBLAQUIRE ST S | 0.194 | 7.00 | 7.00 | Urban | LOC | HCB | 2006 | 20 | 50% | 3 | 2 | 6 | based on life cycle | 2026 | 43,909 |
| 465 | ELGIN ST S | MCCAUL ST E | FRANCIS ST | 0.195 | 7.00 | 7.00 | Urban | LOC | HCB | 2006 | 20 | 50% | 3 | 2 | 6 | based on life cycle | 2026 | 44,095 |
| 3450 | STRACHAN ST | FENTON LN | POTTS LN | 0.071 | 10.00 | 10.00 | Urban | LOC | HCB | 2006 | 20 | 50% | 3 | 2 | 6 | based on life cycle | 2026 | 22,928 |
| 3455 | STRACHAN ST | LAKESHORE RD | FENTON LN | 0.234 | 10.00 | 10.00 | Urban | LOC | HCB | 2006 | 20 | 50% | 3 | 2 | 6 | based on life cycle | 2026 | 75,567 |
| 5 | PETER ST | HAMILTON RD | HAMILTON TWP BOUNDA | 0.116 | 14.00 | 14.00 | Urban | ART | HCB | 1987 | 40 | 28% | 4 | 5 | 20 | 2015 to 2019 | 2027 | 69,216 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Surface

| Road Section ID | Road Surface Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Surface Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|------------------------|------------------------|------------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|---------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 10 | PETER ST | WESTINGHOUSE DR | HAMILTON RD | 0.682 | 14.00 | 14.00 | Urban | ART | HCB | 1987 | 40 | 28% | 4 | 5 | 20 | 2015 to 2019 | 2027 | 406,943 |
| 15 | PETER ST | ROSE GLEN RD S | WESTINGHOUSE DR | 0.124 | 14.00 | 14.00 | Urban | ART | HCB | 1987 | 40 | 28% | 4 | 5 | 20 | 2015 to 2019 | 2027 | 73,852 |
| 470 | ELGIN ST S | MCCAUL ST W | MCCAUL ST E | 0.064 | 7.00 | 7.00 | Urban | LOC | HCB | 2007 | 20 | 55% | 3 | 2 | 6 | based on life cycle | 2027 | 14,568 |
| 475 | ELGIN ST S | WARD ST | MCCAUL ST W | 0.155 | 7.00 | 7.00 | Urban | LOC | HCB | 2007 | 20 | 55% | 3 | 2 | 6 | based on life cycle | 2027 | 35,123 |
| 1075 | BRAMLEY ST N | BEDFORD ST | BRUTON ST | 0.065 | 8.00 | 8.00 | Urban | LOC | HCB | 2007 | 20 | 55% | 3 | 2 | 6 | based on life cycle | 2027 | 16,877 |
| 1455 | RIDOUT ST | SHORTT ST | TORONTO RD | 0.312 | 9.40 | 11.40 | Semi-Urban | ART | HCB | 1987 | 40 | 28% | 4 | 5 | 20 | 2015 to 2019 | 2027 | 121,810 |
| 1580 | SOUTH ST | PINE ST N | 40m E of PINE ST N | 0.040 | 7.00 | 7.00 | Urban | LOC | HCB | 2007 | 20 | 55% | 3 | 2 | 6 | based on life cycle | 2027 | 9,042 |
| 1590 | NORTH ST | PINE ST N | BROWN ST | 0.159 | 7.00 | 7.00 | Urban | LOC | HCB | 2007 | 20 | 55% | 3 | 2 | 6 | based on life cycle | 2027 | 36,055 |
| 1620 | BEDFORD ST | BRAMLEY ST. N | HILL ST | 0.416 | 8.00 | 10.00 | Semi-Urban | LOC | HCB | 2007 | 20 | 55% | 3 | 2 | 6 | based on life cycle | 2027 | 104,605 |
| 1625 | YEOVIL ST | VICTORIA ST N | BRAMLEY ST N | 0.164 | 8.00 | 10.00 | Semi-Urban | LOC | HCB | 2007 | 20 | 55% | 3 | 2 | 6 | based on life cycle | 2027 | 41,345 |
| 1910 | LAVINIA ST | TREFUSIS ST | VICTORIA ST N | 0.141 | 6.00 | 6.00 | Urban | COL | HCB | 2007 | 20 | 55% | 3 | 3 | 9 | based on life cycle | 2027 | 35,976 |
| 1915 | LAVINIA ST | TORONTO RD | TREFUSIS ST | 0.258 | 6.00 | 6.00 | Urban | COL | HCB | 2007 | 20 | 55% | 3 | 3 | 9 | based on life cycle | 2027 | 66,086 |
| 5085 | KELLOGG RD | MASSEY RD | 365m N of MASSEY RD | 0.365 | 6.00 | 8.50 | Rural | LOC | HCB | 2007 | 20 | 55% | 3 | 2 | 6 | based on life cycle | 2027 | 67,648 |
| 3400 | AUSTIN CRT | RAPLEY BLVD | EAST END | 0.070 | 8.60 | 8.60 | Urban | LOC | HCB | 2007 | 20 | 55% | 3 | 2 | 6 | based on life cycle | 2027 | 19,524 |
| 3405 | SNELL CRT | RAPLEY BLVD | EAST END | 0.104 | 8.60 | 8.60 | Urban | LOC | HCB | 2007 | 20 | 55% | 3 | 2 | 6 | based on life cycle | 2027 | 28,883 |
| 170 | WARD ST | DEBLAQUIRE ST. N | ROSE GLEN RD. N | 0.573 | 7.00 | 9.00 | Semi-Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 166,532 |
| 635 | MARGARET ST | MARTHA ST | ONTARIO ST | 0.281 | 7.00 | 7.00 | Urban | LOC | HCB | 2008 | 20 | 60% | 2 | 2 | 4 | based on life cycle | 2028 | 63,413 |
| 810 | MARTHA ST | CAROLINE ST | ONTARIO ST | 0.314 | 7.00 | 7.00 | Urban | LOC | HCB | 2008 | 20 | 60% | 2 | 2 | 4 | based on life cycle | 2028 | 70,905 |
| 1800 | VICTORIA ST N | CHARLES ST | TORONTO RD | 0.101 | 10.00 | 10.00 | Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 42,862 |
| 1805 | VICTORIA ST N | BRUTON ST | CHARLES ST | 0.124 | 10.00 | 10.00 | Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 52,719 |
| 1810 | VICTORIA ST N | YEOVILLE LN | BRUTON ST | 0.069 | 10.00 | 10.00 | Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 29,579 |
| 1815 | VICTORIA ST N | ARTHUR ST | BEDFORD ST | 0.052 | 10.00 | 10.00 | Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 22,062 |
| 1820 | VICTORIA ST N | HILLCREST DR | ARTHUR ST | 0.094 | 10.00 | 10.00 | Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 39,877 |
| 1825 | VICTORIA ST N | MARS ST | HILLCREST DR | 0.101 | 10.00 | 10.00 | Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 43,225 |
| 1830 | VICTORIA ST N | LAVINIA ST | MARS ST | 0.120 | 10.00 | 10.00 | Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 51,220 |
| 1835 | VICTORIA ST N | PERVICAL ST | LAVINIA ST | 0.123 | 10.00 | 10.00 | Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 52,295 |
| 1840 | VICTORIA ST N | RALSTON DR | SOUTH OF RALSTON DR | 0.144 | 10.00 | 10.00 | Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 61,246 |
| 1850 | VICTORIA ST N | FREEMAN DR | RALSTON DR | 0.111 | 10.00 | 10.00 | Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 47,181 |
| 1855 | VICTORIA ST N | MOORE DR | FREEMAN DR | 0.097 | 10.00 | 10.00 | Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 41,147 |
| 1860 | VICTORIA ST N | GREGORY ST | MOORE DR | 0.094 | 10.00 | 10.00 | Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 39,859 |
| 1865 | VICTORIA ST N | JOCELYN ST | GREGORY ST | 0.108 | 10.00 | 10.00 | Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 46,214 |
| 3780 | CHOATE RD | SLEEMAN DR | 400m OF HIGHWAY 401 | 0.612 | 6.00 | 8.00 | Semi-Urban | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 152,396 |
| 3785 | CHOATE RD | HAWKINS RD | SLEEMAN DR | 0.519 | 6.00 | 8.50 | Rural | COL | HCB | 2008 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2028 | 127,051 |
| 100 | ROSE GLEN RD EXTENSION | EAST OF PHILIPS RD | CROFT ST | 0.301 | 14.50 | 16.50 | Semi-Urban | ART | HCB | 1989 | 40 | 33% | 3 | 4 | 12 | 2020 to 2024 | 2029 | 181,435 |
| 1110 | SHERBOURNE ST | 160m E of BRAMLEY ST S | THOMAS ST | 0.220 | 8.00 | 8.00 | Urban | LOC | HCB | 2009 | 20 | 65% | 2 | 2 | 4 | based on life cycle | 2029 | 56,914 |
| 1115 | SHERBOURNE ST | BRAMLEY ST S | 160m E of BRAMLEY ST S | 0.160 | 8.00 | 8.00 | Urban | LOC | HCB | 2009 | 20 | 65% | 2 | 2 | 4 | based on life cycle | 2029 | 41,336 |
| 1690 | BRUTON ST | BRAMLEY ST. N | JULIA ST | 0.230 | 6.00 | 6.00 | Urban | LOC | HCB | 2009 | 20 | 65% | 2 | 2 | 4 | based on life cycle | 2029 | 44,584 |
| 1695 | BRUTON ST | VICTORIA ST N | BRAMLEY ST N | 0.162 | 6.00 | 6.00 | Urban | LOC | HCB | 2009 | 20 | 65% | 2 | 2 | 4 | based on life cycle | 2029 | 31,293 |
| 480 | ELGIN ST N | COLLEGE ST | WARD ST | 0.277 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 2010 | 20 | 70% | 2 | 2 | 4 | based on life cycle | 2030 | 56,691 |
| 485 | ELGIN ST N | CROFT ST | COLLEGE ST | 0.299 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 2010 | 20 | 70% | 2 | 2 | 4 | based on life cycle | 2030 | 61,200 |
| 1010 | DORSET ST W | PINE ST S | JOHN ST | 0.036 | 10.00 | 10.00 | Urban | COL | HCB | 2010 | 20 | 70% | 2 | 3 | 6 | based on life cycle | 2030 | 106,944 |
| 1015 | DORSET ST W | SMITH ST | PINE ST S | 0.138 | 6.00 | 6.00 | Urban | COL | HCB | 2010 | 20 | 70% | 2 | 3 | 6 | based on life cycle | 2030 | 50,562 |
| 1020 | DORSET ST W | CATHERINE ST | SMITH ST | 0.064 | 6.00 | 8.00 | Semi-Urban | COL | HCB | 2010 | 20 | 70% | 2 | 3 | 6 | based on life cycle | 2030 | 17,824 |
| 1025 | DORSET ST W | BRAMLEY ST. N | CATHERINE ST | 0.412 | 6.00 | 8.00 | Semi-Urban | COL | HCB | 2010 | 20 | 70% | 2 | 3 | 6 | based on life cycle | 2030 | 121,858 |
| 105 | ROSE GLEN RD EXTENSION | PHILIPS RD | EAST OF PHILIPS RD | 0.175 | 14.50 | 14.50 | Urban | ART | HCB | 1992 | 40 | 40% | 3 | 4 | 12 | 2020 to 2024 | 2032 | 108,335 |
| 110 | ROSE GLEN RD EXTENSION | ONTARIO ST | PHILIPS RD | 0.211 | 14.50 | 14.50 | Urban | ART | HCB | 1992 | 40 | 40% | 3 | 4 | 12 | 2020 to 2024 | 2032 | 130,378 |
| 715 | ONTARIO ST | BARRETT ST | THOMPSON DR | 0.166 | 8.00 | 8.00 | Urban | ART | HCB | 1992 | 40 | 40% | 3 | 4 | 12 | 2020 to 2024 | 2032 | 56,452 |
| 800 | ONTARIO ST | PHILIPS RD | 47 N of PHILIPS RD | 0.047 | 12.00 | 12.00 | Urban | ART | HCB | 1992 | 40 | 40% | 3 | 4 | 12 | 2020 to 2024 | 2032 | 24,038 |
| 803 | ONTARIO ST | 47m N of PHILIPS RD | MOLSON ST | 0.044 | 12.00 | 12.00 | Urban | ART | HCB | 1992 | 40 | 40% | 3 | 4 | 12 | 2020 to 2024 | 2032 | - |
| 1660 | BALDWIN ST | JULIA ST | EAST OF JULIA ST | 0.105 | 8.00 | 8.00 | Urban | LOC | HCB | 2012 | 20 | 80% | 1 | 2 | 2 | based on life cycle | 2032 | 10,567 |
| 1665 | CHARLES ST | BRAMLEY ST. N | BRUTON ST | 0.072 | 7.00 | 7.00 | Urban | LOC | HCB | 2012 | 20 | 80% | 1 | 2 | 2 | based on life cycle | 2032 | 18,466 |
| 1675 | CHARLES ST | TORONTO RD | VICTORIA ST N | 0.072 | 9.00 | 9.00 | Urban | LOC | HCB | 2012 | 20 | 80% | 1 | 2 | 2 | based on life cycle | 2032 | 7,387 |
| 1680 | CHARLES ST | WEST OF TORONTO RD | TORONTO RD | 0.072 | 6.50 | 6.50 | Urban | LOC | HCB | 2012 | 20 | 80% | 1 | 2 | 2 | based on life cycle | 2032 | 16,380 |
| 3000 | MOORE DR | VICTORIA ST N | GREGORY ST | 0.221 | 6.00 | 8.00 | Semi-Urban | LOC | HCB | 2012 | 20 | 80% | 1 | 2 | 2 | based on life cycle | 2032 | 41,674 |
| 3005 | MOORE DR | GREGORY ST | JOCELYN ST | 0.146 | 6.00 | 8.00 | Semi-Urban | LOC | HCB | 2012 | 20 | 80% | 1 | 2 | 2 | based on life cycle | 2032 | 27,643 |
| 1887 | CRANBERRY RD | S SIDE HIGHWAY 401 ROW | N SIDE HIGHWAY 401 ROW | 0.094 | 7.30 | 9.80 | Rural | COL | HCB | 2013 | 20 | 85% | 1 | 3 | 3 | based on life cycle | 2033 | - |
| 3810 | CRANBERRY RD | N SIDE HIGHWAY 401 ROW | CHOAT RD | 0.778 | 7.30 | 9.80 | Rural | COL | HCB | 2013 | 20 | 85% | 1 | 3 | 3 | based on life cycle | 2033 | 231,536 |
| 3815 | CRANBERRY RD | DALE RD | CHOATE RD | 0.634 | 7.30 | 9.80 | Rural | COL | HCB | 2013 | 20 | 85% | 1 | 3 | 3 | based on life cycle | 2033 | 188,666 |
| 125 | HAMILTON RD | STANLEY DR | PEACOCK BLVD | 0.272 | 7.50 | 9.50 | Semi-Urban | ART | HCB | 1994 | 40 | 45% | 3 | 4 | 12 | 2020 to 2024 | 2034 | 42,311 |
| 130 | HAMILTON RD | BURNHAM BLVD | STANLEY DR | 0.309 | 7.50 | 9.50 | Semi-Urban | ART | HCB | 1994 | 40 | 45% | 3 | 4 | 12 | 2020 to 2024 | 2034 | 48,129 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Road Surface

| Road Section ID | Road Surface Name | From Location | To Location | Length (km) | Surface Width (m) | Platform Width (m) | Roadside Environment | Road Priority | Surface Type | Surface Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|-----------------|--------------------|-----------------------|-----------------------|-------------|-------------------|--------------------|----------------------|---------------|--------------|---------------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|----------------------------|
| 135 | HAMILTON RD | CROFT ST | BURHAM BLVD | 0.178 | 7.50 | 9.50 | Semi-Urban | ART | HCB | 1994 | 40 | 45% | 3 | 4 | 12 | 2020 to 2024 | 2034 | 27,712 |
| 1275 | PINE ST S | ROSS ST | GIFFORD ST | 0.061 | 8.00 | 8.00 | Urban | LOC | HCB | 2014 | 20 | 90% | 1 | 2 | 2 | based on life cycle | 2034 | 15,708 |
| 1280 | PINE ST S | WALTON ST | ROSS ST | 0.162 | 8.00 | 8.00 | Urban | LOC | HCB | 2014 | 20 | 90% | 1 | 2 | 2 | based on life cycle | 2034 | 41,775 |
| 1340 | SULLIVAN ST | VICTORIA ST S | BRAMLEY ST S | 0.181 | 6.50 | 8.50 | Semi-Urban | LOC | HCB | 2014 | 20 | 90% | 1 | 2 | 2 | based on life cycle | 2034 | 36,966 |
| 2095 | GREGORY ST | VICTORIA ST N | MOORE DR | 0.187 | 6.00 | 8.00 | Semi-Urban | LOC | HCB | 2014 | 20 | 90% | 1 | 2 | 2 | based on life cycle | 2034 | 35,267 |
| | HENDERSON ST | | | | | | Urban | COL | HCB | 2014 | 20 | 90% | 1 | 3 | 3 | based on life cycle | 2034 | 199,445 |
| | PEMBERTON DR | | | | | | Urban | COL | HCB | 2014 | 20 | 90% | 1 | 3 | 3 | based on life cycle | 2034 | 145,845 |
| 1065 | BRAMLEY ST N | JULIA LN | CHARLES ST | 0.065 | 6.00 | 6.00 | Urban | LOC | HCB | 2015 | 20 | 95% | 1 | 2 | 2 | based on life cycle | 2035 | 12,533 |
| 1070 | BRAMLEY ST N | BRUTON ST | JULIA LN | 0.064 | 6.00 | 6.00 | Urban | LOC | HCB | 2015 | 20 | 95% | 1 | 2 | 2 | based on life cycle | 2035 | 12,359 |
| 1595 | SEYMOUR ST | BEDFORD ST | NORTH ST | 0.164 | 6.50 | 6.50 | Urban | LOC | HCB | 2015 | 20 | 95% | 1 | 2 | 2 | based on life cycle | 2035 | 34,382 |
| 1705 | SHORTT ST | TORONTO RD | RIDOUT ST | 0.443 | 6.00 | 6.00 | Urban | LOC | HCB | 2015 | 20 | 95% | 1 | 2 | 2 | based on life cycle | 2035 | 85,783 |
| 1155 | ALEXANDER ST | HARRIS ST | JOHN ST | 0.149 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 2016 | 20 | 100% | 1 | 2 | 2 | based on life cycle | 2036 | 32,762 |
| 1160 | ALEXANDER ST | POINTER ST | HARRIS ST | 0.084 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 2016 | 20 | 100% | 1 | 2 | 2 | based on life cycle | 2036 | 18,506 |
| 1165 | ALEXANDER ST | HAYWARD ST | POINTER ST | 0.138 | 7.00 | 9.00 | Semi-Urban | LOC | HCB | 2016 | 20 | 100% | 1 | 2 | 2 | based on life cycle | 2036 | 30,324 |
| 1715 | CUMBERLAND ST | BRAMLEY ST. N | EAST OF BRAMLEY ST N | 0.246 | 7.00 | 7.00 | Urban | LOC | HCB | 2016 | 20 | 100% | 1 | 2 | 2 | based on life cycle | 2036 | 55,607 |
| 1720 | CUMBERLAND ST | WEST OF BRAMLEY ST N | BRAMLEY ST N | 0.146 | 7.00 | 7.00 | Urban | LOC | HCB | 2016 | 20 | 100% | 1 | 2 | 2 | based on life cycle | 2036 | 32,928 |
| 2025 | HENEAGE ST | FREEMAN DR | RALSTON DR | 0.110 | 8.50 | 8.50 | Urban | LOC | HCB | 2016 | 20 | 100% | 1 | 2 | 2 | based on life cycle | 2036 | 30,256 |
| 2030 | HENEAGE ST | FREEMAN DR | JOCELYN ST | 0.276 | 6.80 | 6.80 | Urban | LOC | HCB | 2016 | 20 | 100% | 1 | 2 | 2 | based on life cycle | 2036 | 60,518 |
| 2035 | KEITH PL | WEST OF HENEAGE | HENEAGE ST | 0.044 | 6.80 | 6.80 | Urban | LOC | HCB | 2016 | 20 | 100% | 1 | 2 | 2 | based on life cycle | 2036 | 9,593 |
| 40 | PETER ST | MILL ST S | PETER ST | 0.090 | 14.00 | 14.00 | Urban | ART | HCB | 1998 | 40 | 55% | 3 | 5 | 15 | 2020 to 2024 | 2038 | 53,987 |
| 655 | MILL ST | PETER ST | ROBERTSON ST | 0.064 | 6.70 | 6.70 | Urban | ART | HCB | 1999 | 40 | 58% | 3 | 5 | 15 | 2020 to 2024 | 2039 | 18,321 |
| 660 | MILL ST | WALTON ST | PETER ST. | 0.263 | 10.00 | 10.00 | Urban | ART | HCB | 1999 | 40 | 58% | 3 | 4 | 12 | 2020 to 2024 | 2039 | 112,090 |
| 1465 | LAKESHORE RD | 370m W of SHORTT ST | STRACHAN ST | 0.368 | 7.00 | 7.00 | Urban | ART | HCB | 2006 | 40 | 75% | 2 | 4 | 8 | based on life cycle | 2046 | 109,821 |
| 3560 | LAKESHORE RD | STRACHAN ST | 220m W of STRACHAN ST | 0.224 | 7.00 | 7.00 | Urban | ART | HCB | 2006 | 40 | 75% | 2 | 4 | 8 | based on life cycle | 2046 | 66,829 |
| 4650 | HONEY RD | 9TH LINE | NORTH END | 1.201 | 4.90 | 6.40 | Rural | LOC | LCB | 2011 | 40 | 88% | 1 | 2 | 2 | based on life cycle | 2051 | - |
| 4615 | GRIST MILL RD | 700m S of COUNTY RD 9 | 7th LINE | 1.819 | 5.80 | 7.30 | Rural | LOC | LCB | 2012 | 40 | 90% | 1 | 2 | 2 | based on life cycle | 2052 | - |
| | LAKESHORE RD | STRACHAN ST | 220m W of STRACHAN ST | | | | | ART | HCB | 2012 | 40 | 90% | 1 | 4 | 4 | based on life cycle | 2052 | 249,637 |
| 4545 | WOODVALE SCHOOL RD | COUNTY RD. 9 | 7TH LINE | 2.077 | 5.80 | 7.30 | Rural | LOC | LCB | 2013 | 40 | 93% | 1 | 2 | 2 | based on life cycle | 2053 | - |
| 4595 | CAMPBELL RD | 7th LINE | 945m S of 7th LINE | 0.945 | 4.90 | 6.40 | Rural | LOC | LCB | 2014 | 40 | 95% | 1 | 2 | 2 | based on life cycle | 2054 | - |
| 4600 | CAMPBELL RD | COUNTY RD 9 | 7TH LINE | 2.091 | 5.80 | 7.30 | Rural | LOC | LCB | 2014 | 40 | 95% | 1 | 2 | 2 | based on life cycle | 2054 | - |
| 4815 | HILLCREST RD | COUNTY RD 9 | OAK HILL RD | 2.057 | 4.00 | 5.50 | Rural | LOC | LCB | 2014 | 40 | 95% | 1 | 2 | 2 | based on life cycle | 2054 | - |

337.613

35,683,095

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Sidewalks

| Sidewalk ID | Adjacent Road Name | From | To | Length (m) | Direction from Street | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-------------|--------------------|-----------------------|-----------------------|------------|-----------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 44 | DEBLAQUIRE ST S | Francis St. | Elgin St. S. | 283.92 | e/n | 1946 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 41,624.00 |
| 450 | DEBLAQUIRE ST S | Francis St. | south of Francis St. | 104.52 | east | 1946 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 15,323.00 |
| 244 | DURHAM ST | Bramley St. S. | east of Bramley St. S | 149.22 | north | 1950 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 21,877.00 |
| 251 | THOMAS ST | Strachan St. | Sherbourne St. | 66.83 | east | 1950 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,797.00 |
| 117 | COLLEGE ST | Hope St. N. | Elgin St. N. | 123.66 | north | 1953 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,129.00 |
| 118 | COLLEGE ST | Hope St. N. | Elgin St. N. | 122.77 | south | 1953 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,999.00 |
| 122 | COLLEGE ST | Elgin St. N. | Deblaquire St. N. | 131.84 | south | 1953 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,329.00 |
| 256 | PARK ST | Smith St. | John St. | 127.44 | north | 1954 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,683.00 |
| 259 | PARK ST | Smith St. | John St. | 123.74 | south | 1954 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,141.00 |
| 385 | MARS ST | west of Trefusis St. | Victoria St. N. | 158.97 | south | 1954 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 23,307.00 |
| 386 | MARS ST | Trefusis St. | Victoria St. N. | 122.06 | north | 1954 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,894.00 |
| 24 | MILL ST S | south of Peter St. | Madison St. | 246.59 | east | 1960 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 36,151.00 |
| 25 | MILL ST S | Peter St. | south of Peter St. | 92.65 | east | 1960 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,583.00 |
| 287 | MILL ST S | Robertson St. | south of Robertson S | 42.96 | east | 1960 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 6,298.00 |
| 443 | HAYWARD ST | John St. | Marsh St. | 364.69 | s/e | 1956 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 53,467.00 |
| 126 | ONTARIO ST | Helm St. | Croft St. | 192.45 | east | 1963 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 28,214.00 |
| 127 | ONTARIO ST | Oxford St. | Helm St. | 110.62 | east | 1963 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,218.00 |
| 158 | ONTARIO ST | Helm St. | Hope St. N. | 139.07 | west | 1963 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 20,389.00 |
| 159 | ONTARIO ST | Oxford St. | Helm St. | 110.56 | west | 1963 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,209.00 |
| 162 | ONTARIO ST | Brunswick St. | Oxford St. | 77.64 | west | 1963 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 11,382.00 |
| 165 | ONTARIO ST | Orchard St. | Brunswick St. | 80.57 | west | 1963 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 11,812.00 |
| 168 | ONTARIO ST | Clovelly St. | Orchard St. | 78.28 | west | 1963 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 11,476.00 |
| 171 | ONTARIO ST | Molson St. | Clovelly St. | 166.08 | west | 1963 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 24,348.00 |
| 48 | WILLIAM ST | King St. | Princess St. | 158.55 | south | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 23,244.00 |
| 49 | WILLIAM ST | Princess St. | Hope St. S. | 85.99 | south | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,607.00 |
| 51 | WILLIAM ST | Princess St. | Hope St. S. | 86.02 | north | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,612.00 |
| 59 | WILLIAM ST | King St. | Princess St. | 155.54 | north | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,804.00 |
| 86 | QUEEN ST, E OF | n/a | n/a | 38.67 | e/w | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,669.00 |
| 113 | ONTARIO ST | Margaret St. | Ellen St. | 139.16 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 20,401.00 |
| 105 | ONTARIO ST | Bloomsgrove Ave. | Martha St. | 39.83 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,839.00 |
| 106 | ONTARIO ST | Ellen St. | Bloomsgrove Ave. | 154.42 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,640.00 |
| 110 | ONTARIO ST | Ellen St. | Martha St. | 147.05 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 21,559.00 |
| 121 | ELGIN ST N | College St. | Ward St. | 267.30 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 39,188.00 |
| 124 | ELGIN ST N | Croft St. | College St. | 285.76 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 41,894.00 |
| 130 | WELLINGTON ST | south of Rosevear B | Oxford St. | 105.96 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 15,534.00 |
| 131 | WELLINGTON ST | south of Rosevear B | south of Rosevear B | 17.83 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 2,615.00 |
| 132 | WELLINGTON ST | Rosevear Blvd. | south of Rosevear B | 31.76 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,656.00 |
| 135 | WELLINGTON ST | Rosevear Blvd. | south of Rosevear B | 10.95 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 1,605.00 |
| 142 | WELLINGTON ST | Oxford St. | south of Oxford St. | 48.09 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 7,050.00 |
| 143 | WELLINGTON ST | south of Oxford St. | south of Oxford St. | 31.73 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,653.00 |
| 144 | WELLINGTON ST | south of Oxford St. | south of Oxford St. | 33.30 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,882.00 |
| 145 | WELLINGTON ST | south of Oxford St. | north of Croft St. | 79.04 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 11,587.00 |
| 146 | WELLINGTON ST | north of Croft St. | Croft St. | 32.22 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,723.00 |
| 151 | ONTARIO ST | south of Caroline St. | Ellen St. | 271.43 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 39,793.00 |
| 152 | ONTARIO ST | Caroline St. | Margaret St. | 200.10 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 29,337.00 |
| 157 | ONTARIO ST | Hope St. N. | Caroline St. | 158.32 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 23,211.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Sidewalks

| Sidewalk ID | Adjacent Road Name | From | To | Length (m) | Direction from Street | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-------------|--------------------|-----------------------|------------------------|------------|-----------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 163 | BRUNSWICK ST | Alfred St. | Ontario St. | 125.39 | south | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,383.00 |
| 164 | BRUNSWICK ST | Alfred St. | Ontario St. | 125.43 | north | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,390.00 |
| 185 | ONTARIO ST | Martha St. | Barrett St. | 57.71 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 8,461.00 |
| 186 | BARRETT ST | Ontario St. | south of Ontario St. | 98.24 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,402.00 |
| 194 | MILL ST | south of Young St. | Thompson St. | 135.96 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,932.00 |
| 195 | MILL ST | east of Barrett St. | west of Mill St. | 25.69 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 3,766.00 |
| 196 | MILL ST | Young St. | north of Ward St. | 299.55 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 43,916.00 |
| 199 | QUEEN ST | Walton St. | south of Walton St. | 77.68 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 11,389.00 |
| 200 | QUEEN ST | south of Walton St. | Augusta St. | 113.25 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,603.00 |
| 202 | QUEEN ST, W OF | n/a | n/a | 88.37 | n/a | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,955.00 |
| 205 | ELIAS ST, W OF | n/a | n/a | 14.38 | n/a | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 2,108.00 |
| 215 | QUEEN ST | Robertson St. | south of Robertson St. | 61.27 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 8,983.00 |
| 216 | QUEEN ST | Dorset St. W. | Robertson St. | 85.76 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,573.00 |
| 217 | QUEEN ST | Augusta St. | Dorset St. W. | 35.26 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,170.00 |
| 230 | LITTLE HOPE ST | Walton St. | Sullivan St. | 113.64 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,660.00 |
| 232 | PINE ST S | Walton St. | south of Walton St. | 74.34 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 10,898.00 |
| 235 | CAVAN ST | South St. | Walton St. | 175.80 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 25,774.00 |
| 236 | CAVAN ST | Maitland St. | Walton St. | 52.94 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 7,761.00 |
| 245 | SHERBOURNE ST | Bramley St. S. | east of Bramley St. S. | 41.04 | south | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 6,017.00 |
| 254 | DORSET ST W | Smith St. | John St. | 157.09 | south | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 23,030.00 |
| 257 | SMITH ST | Dorset St. W. | Park St. | 53.39 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 7,827.00 |
| 258 | DORSET ST W | Catherine St. | Smith St. | 57.79 | south | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 8,473.00 |
| 261 | SMITH ST | Park St. | Alexander St. | 132.05 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,359.00 |
| 271 | SMITH ST | Percy St. | Harris St. | 94.22 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,814.00 |
| 288 | ROBERTSON ST | south of Queen St. | Mill St. S. | 115.10 | south | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,875.00 |
| 313 | PINE ST S | South St. | Walton St. | 84.41 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,375.00 |
| 317 | SOUTH ST | Brown St. | Cavan St. | 91.16 | south | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,365.00 |
| 318 | SOUTH ST | Brown St. | Cavan St. | 88.98 | north | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,045.00 |
| 321 | CAVAN ST | North St. | South St. | 152.09 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,297.00 |
| 324 | PINE ST S | North St. | South St. | 131.07 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,216.00 |
| 332 | CAVAN ST | Bedford St. | North St. | 192.15 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 28,171.00 |
| 339 | PINE ST S | Bedford St. | North St. | 138.90 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 20,364.00 |
| 343 | CAVAN ST | Highland Dr. | Craig St. | 163.86 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 24,022.00 |
| 344 | CAVAN ST | north of Highland Dr. | south of Highland Dr. | 64.58 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,468.00 |
| 348 | CAVAN ST | south of Ravine Dr. | Highland Dr. | 501.78 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 73,565.00 |
| 363 | BRUTON ST | Toronto Rd. | Victoria St. N. | 132.84 | north | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,476.00 |
| 369 | BRAMLEY ST N | Bruton St. | Charles St. | 113.41 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,627.00 |
| 370 | BRUTON ST | Victoria St. | Bramley St. N. | 150.00 | south | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 21,991.00 |
| 371 | BRUTON ST | Victoria St. | Bramley St. N. | 154.19 | north | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,606.00 |
| 372 | BRAMLEY ST N | Bruton St. | Charles St. | 118.03 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,305.00 |
| 374 | BRUTON ST | Bruton St. | Julia Ln. | 54.67 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 8,015.00 |
| 375 | BRUTON ST | Bramley St. N. | Bruton St. | 183.29 | north | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 26,872.00 |
| 377 | BRUTON ST | Bramley St. N. | Bruton St. | 149.00 | south | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 21,844.00 |
| 378 | BRAMLEY ST N | Cumberland St. | Yeovil Ln. | 96.99 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,219.00 |
| 379 | BRAMLEY ST N | Yeovil Ln. | north of Yeovil Ln. | 33.81 | west | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,957.00 |
| 381 | HILLCREST DR | Toronto Rd. | Victoria St. N. | 230.26 | south | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 33,758.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Sidewalks

| Sidewalk ID | Adjacent Road Name | From | To | Length (m) | Direction from Street | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-------------|--------------------|----------------------|------------------------|------------|-----------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 382 | HILLCREST DR | Toronto Rd. | Victoria St. N. | 236.38 | north | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 34,655.00 |
| 448 | ROBERTSON ST | east of John St. | west of Queen St. | 97.46 | north | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,289.00 |
| 478 | ONTARIO ST | north of Barrett St. | Barrett St. | 27.19 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 3,987.00 |
| 479 | MILL ST | Martha St. | Young St. | 21.81 | east | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 3,198.00 |
| 508 | ROBERTSON ST | Mill St S | Queen St | 97.36 | north | 1964 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,274.00 |
| 10 | PETER ST | west of Hope St. S. | Hope St. S. | 34.96 | north | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,125.00 |
| 12 | PETER ST | east of King St. | west of Hope St. S. | 131.45 | north | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,272.00 |
| 13 | PETER ST | east of King St. | east of King St. | 22.70 | north | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 3,328.00 |
| 19 | KING ST | Shuter St. | Caldwell St. | 134.12 | east | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,663.00 |
| 21 | KING ST | Caldwell St. | north of Madison St. | 57.29 | east | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 8,399.00 |
| 22 | KING ST | north on Madison St. | Madison St. | 62.55 | west | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,170.00 |
| 26 | PETER ST | Mill St. S. | King St. | 87.11 | south | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,771.00 |
| 28 | KING ST | Peter St. | Shuter St. | 114.55 | east | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,795.00 |
| 29 | PETER ST | King St. | east of King St. | 151.33 | north | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,186.00 |
| 83 | PETER ST | Peter St. | King St. | 86.77 | north | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,721.00 |
| 133 | ROSEVEAR BLVD | Ontario St. | Wellington St. | 119.92 | south | 1959 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,581.00 |
| 134 | ROSEVEAR BLVD | Ontario St. | Wellington St. | 120.21 | north | 1959 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,624.00 |
| 128 | OXFORD ST | Ontario St. | Wellington St. | 122.58 | north | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,972.00 |
| 129 | OXFORD ST | Ontario St. | Wellington St. | 113.25 | south | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,603.00 |
| 160 | OXFORD ST | Alfred St. | Ontario St. | 126.13 | south | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,491.00 |
| 161 | OXFORD ST | Alfred St. | Ontario St. | 128.31 | north | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,812.00 |
| 166 | ORCHARD ST | Alfred St. | Ontario St. | 125.68 | south | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,426.00 |
| 167 | ORCHARD ST | Alfred St. | Ontario St. | 125.79 | north | 1965 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,442.00 |
| 228 | SULLIVAN ST | Bramley St. S. | east of Little Hope St | 171.88 | south | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 25,198.00 |
| 229 | SULLIVAN ST | Little Hope St. | east of Little Hope St | 29.29 | north | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,294.00 |
| 265 | ALEXANDER ST | Harris St. | Pointer St. | 64.08 | west | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,395.00 |
| 266 | ALEXANDER ST | Pointer St. | Hayward St. | 128.21 | west | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,797.00 |
| 267 | ALEXANDER ST | Hayward St. | south of Hayward St | 188.19 | west | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 27,590.00 |
| 277 | SULLIVAN ST | Victoria St. S. | Bramley St. S. | 168.26 | south | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 24,668.00 |
| 279 | SULLIVAN ST | Victoria St. S. | Bramley St. S. | 169.85 | north | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 24,901.00 |
| 283 | SULLIVAN ST | Bramley St. S. | east of Bramley St. S | 55.85 | north | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 8,189.00 |
| 336 | SEYMOUR ST | north of North St. | North St. | 66.32 | east | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,723.00 |
| 337 | SEYMOUR ST | north of North St. | North St. | 68.99 | west | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 10,114.00 |
| 394 | PERCIVAL ST | Percival Ct. (S) | Victoria St. N. | 54.36 | south | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 7,969.00 |
| 395 | PERCIVAL CT | Percival Ct. (S) | Percival Ct. (S) | 88.51 | w/s/e | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,976.00 |
| 396 | PERCIVAL ST | Trefusis St. | Percival Ct. (S) | 53.98 | south | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 7,913.00 |
| 397 | PERCIVAL ST | Percival St. | Percival Ct. (N) | 61.05 | north | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 8,951.00 |
| 398 | PERCIVAL ST | Scriven Blvd. | west of Trefusis St. | 196.86 | north | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 28,861.00 |
| 399 | PERCIVAL CT | Percival Ct. (N) | Percival Ct. (N) | 112.81 | w/n/e | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,539.00 |
| 400 | LAVINIA CT | Lavinia Ct. | Lavinia Ct. | 91.14 | w/s/e | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,361.00 |
| 414 | PERCIVAL ST | Percival Ct. (N) | Victoria St. N. | 55.12 | north | 1966 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 8,081.00 |
| 169 | CLOVELLY ST | Alfred St. | Ontario St. | 124.27 | south | 1967 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,219.00 |
| 170 | CLOVELLY ST | Alfred St. | Ontario St. | 125.49 | north | 1967 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,398.00 |
| 272 | VICTORIA ST S | Sherbourne St. | south of Sherbourne | 29.15 | east | 1967 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,274.00 |
| 278 | VICTORIA ST S | Sullivan St. | Strachan St. | 100.92 | east | 1967 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,795.00 |
| 282 | VICTORIA ST S | Ridout St. | Sullivan St. | 112.14 | east | 1967 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,440.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Sidewalks

| Sidewalk ID | Adjacent Road Name | From | To | Length (m) | Direction from Street | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-------------|----------------------|-----------------------|----------------------|------------|-----------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 299 | JULIA ST | Charles St. | Walton St. | 108.58 | west | 1967 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 15,919.00 |
| 300 | CHARLES ST | Bramley St. | Julia St. | 171.37 | south | 1967 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 25,125.00 |
| 301 | CHARLES ST | Victoria St. N. | Bramley St. N. | 152.39 | south | 1967 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,342.00 |
| 303 | JULIA ST | Charles St. | Walton St. | 110.26 | east | 1967 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,165.00 |
| 326 | JULIA ST | Bruton St. | Baldwin St. | 53.18 | east | 1967 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 7,796.00 |
| 368 | CHARLES ST | Victoria St. | Bramley St. N. | 154.14 | north | 1967 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,599.00 |
| 373 | CHARLES ST | Bramley St. N. | Julia St. | 171.95 | north | 1967 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 25,210.00 |
| 320 | NORTH ST | Brown St. | Cavan St. | 90.63 | south | 1968 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,287.00 |
| 416 | ARTHUR ST | Toronto Rd. | Victoria St. N. | 151.38 | south | 1968 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,193.00 |
| 418 | ARTHUR ST | Toronto Rd. | Victoria St. N. | 191.66 | north | 1968 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 28,099.00 |
| 181 | WARD ST | Deblaire St. N. | Elgin St. N. | 150.05 | north | 1969 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 21,999.00 |
| 182 | WARD ST | north of Deblaire St. | Deblaire St. N. | 117.37 | north | 1969 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,207.00 |
| 304 | BALDWIN ST | Julia St. | Baldwin St. | 97.49 | south | 1969 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,292.00 |
| 309 | BALDWIN ST | Baldwin St. | Baldwin St. | 33.12 | east | 1969 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,856.00 |
| 311 | HAGERMAN ST | Walton St. | north of Walton St. | 77.37 | west | 1969 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 11,343.00 |
| 312 | HAGERMAN ST | Walton St. | north of Walton St. | 70.18 | east | 1969 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 10,288.00 |
| 447 | MARSH ST | west of Choate St. | Choate St. | 120.52 | south | 1969 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,669.00 |
| 446 | MARSH ST | Choate St. | Eldorado Pl. | 205.72 | south | 1969 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 30,160.00 |
| 20 | CALDWELL ST | King St. | east of King St. | 46.41 | north | 1970 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 6,805.00 |
| 23 | MADISON ST | Mill St. | King St. | 76.37 | north | 1970 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 11,196.00 |
| 31 | CALDWELL ST | east of King St. | east of King St. | 35.51 | north | 1970 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,205.00 |
| 62 | MCCAUL ST | Hope St. N. | Elgin St. N. | 121.49 | south | 1970 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,811.00 |
| 68 | MCCAUL ST | Hope St. N. | Elgin St. N. | 121.45 | north | 1970 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,805.00 |
| 480 | MILL & MADISON, S OF | south of Mill St. | south of Madison St. | 40.14 | n/a | 1970 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,885.00 |
| 34 | DORSET ST | Princess St. | Hope St. S. | 89.69 | south | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,150.00 |
| 35 | DORSET ST | east of Princess St. | Princess St. | 48.35 | north | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 7,088.00 |
| 36 | DORSET ST | Princess St. | Hope St. S. | 83.90 | north | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,300.00 |
| 40 | FRANCIS ST | Hope St. S. | Elgin St. S. | 126.13 | south | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,491.00 |
| 41 | FRANCIS ST | Hope St. S. | Elgin St. S. | 122.37 | north | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,940.00 |
| 42 | FRANCIS ST | Elgin St. S. | Deblaire St. S. | 127.40 | south | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,678.00 |
| 43 | DORSET ST | Deblaire St. S. | south of Deblaire | 13.83 | east | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 2,028.00 |
| 46 | DORSET ST | King St. | east of Princess St. | 180.12 | north | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 26,407.00 |
| 52 | HOPE ST S | north of William St. | William St. | 161.75 | west | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 23,714.00 |
| 53 | HOPE ST S | south of McCaul | north of McCaul St. | 39.42 | west | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,780.00 |
| 54 | HOPE ST S | McCaul St. | south of McCaul St. | 41.05 | west | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 6,018.00 |
| 55 | HOPE ST S | Ward St. | McCaul St. | 58.85 | west | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 8,627.00 |
| 60 | PRINCESS ST | Ward St. | William St. | 263.65 | west | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 38,653.00 |
| 61 | HOPE ST S | McCaul St. | William St. | 248.69 | east | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 36,460.00 |
| 69 | HOPE ST S | Ward St. | McCaul St. | 64.73 | east | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,490.00 |
| 101 | HOPE ST N | Harcourt St. | Ward St. | 99.23 | east | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,547.00 |
| 102 | HOPE ST N | Young St. | Harcourt St. | 90.98 | east | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,338.00 |
| 103 | HOPE ST N | Bloomsgrove Ave. | Young St. | 71.45 | east | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 10,475.00 |
| 108 | HOPE ST N | Ellen St. | Bloomsgrove Ave. | 78.66 | west | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 11,532.00 |
| 115 | HOPE ST N | Ontario St. | Ellen St. | 219.96 | west | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 32,247.00 |
| 116 | HOPE ST N | Croft St. | College St. | 284.72 | east | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 41,742.00 |
| 119 | HOPE ST N | College St. | Ward St. | 339.03 | east | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 49,704.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Sidewalks

| Sidewalk ID | Adjacent Road Name | From | To | Length (m) | Direction from Street | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-------------|--------------------|-----------------------|------------------------|------------|-----------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 404 | FRASER ST | west of Trefusis St. | Trefusis St. | 52.88 | north | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 7,752.00 |
| 451 | FRANCIS ST | Deblaquiere St. S. | east of Deblaquiere S | 103.64 | south | 1972 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 15,195.00 |
| 6 | HOPE ST S | north of Peter St. | Peter St. | 37.59 | east | 1973 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 5,511.00 |
| 7 | HOPE ST S | north of Peter St. | north of Peter St. | 27.92 | west | 1973 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,093.00 |
| 8 | HOPE ST S | north of Peter St. | north of Peter St. | 24.03 | east | 1973 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 3,523.00 |
| 11 | HOPE ST S | north of Peter St. | Peter St. | 30.18 | west | 1973 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,425.00 |
| 32 | HOPE ST S | Dorset St. E. | north of Peter St. | 73.39 | west | 1973 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 10,759.00 |
| 33 | HOPE ST S | Dorset St. E. | north of Peter St. | 67.27 | east | 1973 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,862.00 |
| 37 | HOPE ST S | Francis St. | Dorset St. E. | 248.62 | east | 1973 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 36,449.00 |
| 50 | HOPE ST S | William St. | Dorset St. E. | 245.66 | east | 1973 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 36,015.00 |
| 75 | ARMOUR ST | Armour St. | King St. | 52.19 | north | 1973 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 7,652.00 |
| 76 | ARMOUR ST | Ward St. | Shaw St. | 113.09 | east | 1973 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 16,580.00 |
| 347 | HIGHLAND DR | Craig St. | Cavan St. | 120.18 | south | 1973 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 17,619.00 |
| 345 | CAVAN ST | Craig St. | Bedford St. | 64.41 | west | 1974 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,443.00 |
| 92 | WALTON ST | Queen St. | Mill St. S. | 101.02 | south | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 14,810.00 |
| 112 | ELLEN ST | Ontario St. | Martha St. | 153.20 | west | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,460.00 |
| 107 | ELLEN ST | Ontario St. | Hope St. N. | 247.92 | south | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 36,347.00 |
| 114 | ELLEN ST | Ontario St. | Hope St. N. | 234.15 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 34,328.00 |
| 155 | CAROLINE ST | south of Ontario St. | Martha St. | 276.39 | east | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 40,521.00 |
| 156 | CAROLINE ST | Ontario St. | south of Ontario St. | 224.67 | west | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 32,939.00 |
| 191 | WALTON ST | Ontario St. | Mill St. S. | 183.22 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 26,862.00 |
| 198 | WALTON ST | Ontario St. | Queen St. | 80.48 | south | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 11,799.00 |
| 207 | WALTON ST | John St. | Ontario St. | 32.98 | south | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,835.00 |
| 219 | WALTON ST | Pine St. N. | John St. | 278.62 | south | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 40,848.00 |
| 231 | WALTON ST | Little Hope St. | Pine St. N. | 503.79 | south | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 73,859.00 |
| 233 | WALTON ST | Pine St. N. | Brown St. | 130.51 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 19,133.00 |
| 234 | WALTON ST | Brown St. | Cavan St. | 104.97 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 15,389.00 |
| 237 | WALTON ST | Cavan St. | Ontario St. | 76.90 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 11,274.00 |
| 281 | RIDOUT ST | Toronto Rd. | Bramley St. N. | 159.77 | south | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 23,423.00 |
| 284 | RIDOUT ST | Bramley St. | Little Hope St. | 106.60 | south | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 15,628.00 |
| 289 | WALTON ST | Hagerman St. | Pine St. N. | 95.15 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 13,950.00 |
| 290 | WALTON ST | Church St. | Hagerman St. | 198.69 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 29,130.00 |
| 291 | WALTON ST | Julia St. | Church St. | 124.22 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 18,212.00 |
| 292 | RIDOUT ST | Bramley St. | Julia St. | 169.13 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 24,795.00 |
| 293 | RIDOUT ST | Toronto Rd. | Bramley St. N. | 148.98 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 21,841.00 |
| 294 | RIDOUT ST | Toronto Rd. | Ridout St. | 7.77 | n/e | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 1,139.00 |
| 295 | RIDOUT ST | east of Toronto Rd. | Toronto Rd. | 229.07 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 33,583.00 |
| 296 | RIDOUT ST | east of Toronto Rd. | Toronto Rd. | 148.66 | south | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 21,794.00 |
| 349 | HIGHLAND DR | west of Pine St. N. E | Craig St. | 254.25 | south | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 37,275.00 |
| 350 | HIGHLAND DR | west of Pine St. N. E | Pine St. N. Extension | 103.75 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 15,210.00 |
| 351 | HIGHLAND DR | west of Pine St. N. E | south of Pine St. N. E | 61.89 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,073.00 |
| 352 | HIGHLAND DR | west of Pine St. N. E | west of Pine St. N. E | 154.12 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 22,595.00 |
| 353 | HIGHLAND DR | east of Park St. | west of Pine St. N. E | 220.08 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 32,265.00 |
| 354 | HIGHLAND DR | Victoria St. N. | east of Victoria St. N | 251.32 | south | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 36,846.00 |
| 355 | HIGHLAND DR | Park St. | east of Park St. | 49.21 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 7,214.00 |
| 356 | HIGHLAND DR | east of Park St. | east of Park St. | 82.42 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 12,083.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Sidewalks

| Sidewalk ID | Adjacent Road Name | From | To | Length (m) | Direction from Street | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-------------|------------------------------------|-----------------------|-----------------------|------------|-----------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 357 | HIGHLAND DR | east of Park St. | east of Park St. | 66.49 | north | 1975 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 9,748.00 |
| 104 | BLOOMSGROVE AV | Ontario St. | Hope St. N. | 352.11 | south | 1976 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 51,622.00 |
| 109 | BLOOMSGROVE AV | Ontario St. | Hope St. N. | 332.90 | north | 1976 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 48,805.00 |
| 98 | BOBS DR | north of Harcourt St. | Harcourt St. | 32.51 | west | 1971 | 40 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 4,766.00 |
| 30 | KING ST | Dorset St. E. | Peter St. | 160.07 | east | 1977 | 40 | 3% | 4 | 2 | 8 | based on life cycle | 2017 | 23,467.00 |
| 47 | KING ST | William St. | Dorset St. E. | 260.72 | east | 1977 | 40 | 3% | 4 | 2 | 8 | based on life cycle | 2017 | 38,224.00 |
| 58 | KING ST | Ward St. | William St. | 216.54 | west | 1977 | 40 | 3% | 4 | 2 | 8 | based on life cycle | 2017 | 31,746.00 |
| 74 | KING ST | Ward St. | Shaw St. | 166.23 | west | 1977 | 40 | 3% | 4 | 2 | 8 | based on life cycle | 2017 | 24,371.00 |
| 95 | KING ST | Shaw St. | north of Dorset St. E | 251.85 | west | 1977 | 40 | 3% | 4 | 2 | 8 | based on life cycle | 2017 | 36,923.00 |
| 437 | SCRIVEN BLVD | Toronto Rd. | Percival St. | 53.68 | north | 1977 | 40 | 3% | 4 | 2 | 8 | based on life cycle | 2017 | 7,870.00 |
| 77 | WARD ST | Armour St. | south of Mill St. | 174.22 | east | 1978 | 40 | 5% | 4 | 2 | 8 | based on life cycle | 2018 | 25,541.00 |
| 78 | MILL ST | south of Ward St. | south of Ward St. | 29.19 | east | 1978 | 40 | 5% | 4 | 2 | 8 | based on life cycle | 2018 | 4,280.00 |
| 79 | MILL ST | east of Brogdens Ln. | south of Walton St. | 139.12 | east | 1978 | 40 | 5% | 4 | 2 | 8 | based on life cycle | 2018 | 20,396.00 |
| 93 | MILL & KING, BETWEEN | n/a | n/a | 108.79 | e/w | 1978 | 40 | 5% | 4 | 2 | 8 | based on life cycle | 2018 | 15,949.00 |
| 94 | MILL & DORSET, BETWEEN | n/a | n/a | 98.33 | e/w | 1978 | 40 | 5% | 4 | 2 | 8 | based on life cycle | 2018 | 14,416.00 |
| 192 | MILL ST, EAST OF WALTON | n/a | n/a | 45.86 | n/a | 1978 | 40 | 5% | 4 | 2 | 8 | based on life cycle | 2018 | 6,724.00 |
| 193 | MILL ST | Thompson Dr. | Walton St. | 317.87 | west | 1978 | 40 | 5% | 4 | 2 | 8 | based on life cycle | 2018 | 46,603.00 |
| 197 | WARD ST | Mill St. S. | Harcourt St. | 82.19 | north | 1978 | 40 | 5% | 4 | 2 | 8 | based on life cycle | 2018 | 12,050.00 |
| 18 | SHUTER ST | King St. | Hope St. S. | 422.01 | south | 1979 | 40 | 8% | 4 | 2 | 8 | based on life cycle | 2019 | 61,870.00 |
| 190 | ONTARIO ST | Maitland St. | Walton St. | 80.40 | east | 1979 | 40 | 8% | 4 | 2 | 8 | based on life cycle | 2019 | 11,788.00 |
| 201 | AUGUSTA ST | Elias St. | Queen St. | 83.33 | north | 1979 | 40 | 8% | 4 | 2 | 8 | based on life cycle | 2019 | 12,217.00 |
| 203 | AUGUSTA ST | John St. | east of John St. | 43.82 | north | 1979 | 40 | 8% | 4 | 2 | 8 | based on life cycle | 2019 | 6,424.00 |
| 206 | John St., east of & Elias, west of | n/a | n/a | 199.24 | n/a | 1979 | 40 | 8% | 4 | 2 | 8 | based on life cycle | 2019 | 29,210.00 |
| 208 | JOHN ST | Walton St. | Augusta St. | 244.64 | east | 1979 | 40 | 8% | 4 | 2 | 8 | based on life cycle | 2019 | 35,867.00 |
| 218 | PINE ST S | Walton St. | Augusta St. | 328.23 | east | 1979 | 40 | 8% | 4 | 2 | 8 | based on life cycle | 2019 | 48,120.00 |
| 221 | JOHN ST | Walton St. | Augusta St. | 250.64 | west | 1979 | 40 | 8% | 4 | 2 | 8 | based on life cycle | 2019 | 36,746.00 |
| 223 | PINE ST S | Ross St. | Gifford St. | 52.34 | west | 1979 | 40 | 8% | 4 | 2 | 8 | based on life cycle | 2019 | 7,673.00 |
| 262 | ALEXANDER ST | Smith St. | John St. | 135.86 | east | 1979 | 40 | 8% | 4 | 2 | 8 | based on life cycle | 2019 | 19,918.00 |
| 3 | PETER ST | east of Hope St. S. | east of Hope St. S. | 48.42 | north | 1980 | 40 | 10% | 4 | 2 | 8 | based on life cycle | 2020 | 7,099.00 |
| 4 | PETER ST | east of Hope St. S. | east of Hope St. S. | 54.61 | north | 1980 | 40 | 10% | 4 | 2 | 8 | based on life cycle | 2020 | 8,007.00 |
| 5 | PETER ST | Hope St. S. | east of Hope St. S. | 40.05 | north | 1980 | 40 | 10% | 4 | 2 | 8 | based on life cycle | 2020 | 5,871.00 |
| 15 | PETER ST | west of Nelson St. | west of Nelson St. | 43.48 | north | 1980 | 40 | 10% | 4 | 2 | 8 | based on life cycle | 2020 | 6,375.00 |
| 16 | PETER ST | west of Nelson St. | Nelson St. | 75.99 | north | 1980 | 40 | 10% | 4 | 2 | 8 | based on life cycle | 2020 | 11,140.00 |
| 17 | PETER ST | west of Nelson St. | west of Nelson St. | 40.09 | north | 1980 | 40 | 10% | 4 | 2 | 8 | based on life cycle | 2020 | 5,878.00 |
| 305 | BALDWIN ST | Baldwin St. | Church St. | 65.61 | south | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 9,619.00 |
| 306 | CHURCH ST | Baldwin St. | Walton St. | 74.33 | west | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 10,898.00 |
| 307 | CHURCH ST | Baldwin St. | Walton St. | 75.21 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 11,027.00 |
| 308 | BALDWIN ST | Julia St. | Baldwin St. | 78.88 | north | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 11,564.00 |
| 310 | BALDWIN ST | Baldwin St. | north of Hill St. | 167.74 | north | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 24,592.00 |
| 362 | TORONTO RD | Arthur St. | Bruton St. | 97.18 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 14,248.00 |
| 364 | TORONTO RD | Bruton St. | Charles St. | 130.30 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 19,103.00 |
| 365 | CHARLES ST | Toronto Rd. | Victoria St. N. | 60.26 | north | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 8,835.00 |
| 383 | TORONTO RD | Fraser St. | Hillcrest Dr. | 70.52 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 10,339.00 |
| 419 | TORONTO RD | Hillcrest Dr. | Arthur St. | 73.53 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 10,780.00 |
| 420 | TORONTO RD | Lavinia St. | Fraser St. | 189.52 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 27,786.00 |
| 421 | TORONTO RD | Scriven Blvd. | Lavinia St. | 116.27 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 17,046.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Sidewalks

| Sidewalk ID | Adjacent Road Name | From | To | Length (m) | Direction from Street | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-------------|--------------------|-----------------------|-----------------------|------------|-----------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 422 | TORONTO RD | Jane St. | Scriven Blvd. | 291.93 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 42,800.00 |
| 423 | TORONTO RD | north of Jane St. | Jane St. | 56.15 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 8,232.00 |
| 424 | TORONTO RD | Jocelyn St. | north of Jane St. | 213.78 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 31,342.00 |
| 425 | TORONTO RD | just south of Ann St. | Jocelyn St. | 175.02 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 25,660.00 |
| 426 | TORONTO RD | Fox Rd. N. | just south of Ann St. | 71.64 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 10,503.00 |
| 427 | TORONTO RD | north of Fox Rd. N. | Fox Rd. N. | 253.66 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 37,188.00 |
| 438 | TORONTO RD | Charles St. | Victoria St. N. | 80.12 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 11,747.00 |
| 444 | ELDORADO PL | south of Marsh St. | Eldorado Pl. | 45.66 | west | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 6,694.00 |
| 445 | ELDORADO PL | south of Marsh St. | south of Marsh St. | 40.94 | west | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 6,002.00 |
| 474 | TORONTO RD | Victoria St. N. | Ridout St. | 43.10 | east | 1981 | 40 | 13% | 4 | 2 | 8 | based on life cycle | 2021 | 6,319.00 |
| 1 | PETER ST | east of Nelson St. | west of Rose Glen R | 92.70 | north | 1983 | 40 | 18% | 4 | 2 | 8 | based on life cycle | 2023 | 13,591.00 |
| 2 | PETER ST | Nelson St. | east of Nelson St. | 123.80 | north | 1983 | 40 | 18% | 4 | 2 | 8 | based on life cycle | 2023 | 18,150.00 |
| 14 | PETER ST | east of Hope St. S. | west of Nelson St. | 35.40 | north | 1983 | 40 | 18% | 4 | 2 | 8 | based on life cycle | 2023 | 5,190.00 |
| 493 | ELGIN ST. S. | Nelson St. | Rose Glen Rd. S. | 251.11 | south | 1983 | 40 | 18% | 4 | 2 | 8 | based on life cycle | 2023 | 36,815.00 |
| 475 | PETER ST | west of Rose Glen R | Rose Glen Rd. S. | 176.69 | north | 1983 | 40 | 18% | 4 | 2 | 8 | based on life cycle | 2023 | 25,904.00 |
| 188 | ONTARIO ST | Thompson Dr. | Maitland St. | 157.49 | east | 1984 | 40 | 20% | 4 | 2 | 8 | based on life cycle | 2024 | 23,089.00 |
| 189 | ONTARIO ST | north of Maitland St. | Walton St. | 159.21 | west | 1984 | 40 | 20% | 4 | 2 | 8 | based on life cycle | 2024 | 23,342.00 |
| 328 | HILL ST | Bedford St. | Bruton St. | 133.09 | east | 1984 | 40 | 20% | 4 | 2 | 8 | based on life cycle | 2024 | 19,512.00 |
| 329 | HILL ST | north of Bruton St. | north of Bruton St. | 36.96 | west | 1984 | 40 | 20% | 4 | 2 | 8 | based on life cycle | 2024 | 5,419.00 |
| 330 | HILL ST | south of Bedford St. | south of Bedford St. | 32.89 | west | 1984 | 40 | 20% | 4 | 2 | 8 | based on life cycle | 2024 | 4,823.00 |
| 148 | CROFT ST | east of Elgin St. N. | Deblaquire St. N. | 59.55 | south | 1987 | 40 | 28% | 4 | 2 | 8 | based on life cycle | 2027 | 8,730.00 |
| 149 | CROFT ST | Deblaquire St. N. | south of Deblaquire | 75.18 | south | 1987 | 40 | 28% | 4 | 2 | 8 | based on life cycle | 2027 | 11,023.00 |
| 174 | HOPE ST N | Howard St. | Hope St. N. | 38.69 | west | 1987 | 40 | 28% | 4 | 2 | 8 | based on life cycle | 2027 | 5,672.00 |
| 175 | HOPE ST N | north of Howard St. | Howard St. | 27.92 | west | 1987 | 40 | 28% | 4 | 2 | 8 | based on life cycle | 2027 | 4,093.00 |
| 176 | HOPE ST N | Helm St. | north of Howard St. | 119.12 | east | 1987 | 40 | 28% | 4 | 2 | 8 | based on life cycle | 2027 | 17,463.00 |
| 177 | HOPE ST N | Alfred St. | Helm St. | 50.60 | east | 1987 | 40 | 28% | 4 | 2 | 8 | based on life cycle | 2027 | 7,419.00 |
| 96 | HARCOURT ST | north of Ward St. | Ward St. | 140.40 | east | 1989 | 40 | 33% | 3 | 2 | 6 | based on life cycle | 2029 | 20,584.00 |
| 97 | HARCOURT ST | Bob's Dr. | north of Ward St. | 226.43 | north | 1989 | 40 | 33% | 3 | 2 | 6 | based on life cycle | 2029 | 33,197.00 |
| 100 | HARCOURT ST | Bob's Dr. | Hope St. N. | 102.53 | north | 1989 | 40 | 33% | 3 | 2 | 6 | based on life cycle | 2029 | 15,032.00 |
| 139 | PHILLIPS RD | Wellington St. | east of Wellington S | 56.08 | south | 1989 | 40 | 33% | 3 | 2 | 6 | based on life cycle | 2029 | 8,222.00 |
| 140 | PHILLIPS RD | Ontario St. | Wellington St. | 119.45 | south | 1989 | 40 | 33% | 3 | 2 | 6 | based on life cycle | 2029 | 17,513.00 |
| 452 | ROSE GLEN RD N | north of Ward St. | Ward St. | 108.94 | east | 1989 | 40 | 33% | 3 | 2 | 6 | based on life cycle | 2029 | 15,972.00 |
| 453 | ROSE GLEN RD N | north of Ward St. | north of Ward St. | 13.93 | east | 1989 | 40 | 33% | 3 | 2 | 6 | based on life cycle | 2029 | 2,043.00 |
| 504 | ROSE GLEN RD N | Peacock Blvd | 11m S of Peacock B | 11.59 | west | 1989 | 40 | 33% | 3 | 2 | 6 | based on life cycle | 2029 | 1,699.00 |
| 505 | ROSE GLEN RD N | Peacock Blvd | 7m S of Peacock Blv | 7.40 | east | 1989 | 40 | 33% | 3 | 2 | 6 | based on life cycle | 2029 | 1,085.00 |
| 390 | TREFUSIS ST | Lavinia St. | north of Mars St. | 50.49 | east | 1990 | 40 | 35% | 3 | 2 | 6 | based on life cycle | 2030 | 7,403.00 |
| 391 | TREFUSIS ST | Percival St. | Lavinia St. | 109.25 | east | 1990 | 40 | 35% | 3 | 2 | 6 | based on life cycle | 2030 | 16,016.00 |
| 401 | TREFUSIS ST | Lavinia St. | Fraser St. | 103.02 | west | 1990 | 40 | 35% | 3 | 2 | 6 | based on life cycle | 2030 | 15,104.00 |
| 402 | TREFUSIS ST | north of Mars St. | Mars St. | 46.74 | east | 1990 | 40 | 35% | 3 | 2 | 6 | based on life cycle | 2030 | 6,852.00 |
| 136 | WELLINGTON ST | north of Rosevear Bl | Rosevear Blvd. | 36.93 | east | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 5,414.00 |
| 137 | WELLINGTON ST | south of Phillips Rd. | north of Phillips Rd. | 47.74 | east | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 6,999.00 |
| 138 | WELLINGTON ST | Phillips Rd. | south of Phillips Rd. | 63.78 | east | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 9,350.00 |
| 209 | JOHN ST | Augusta St. | Robertson St. | 94.13 | east | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 13,801.00 |
| 211 | JOHN ST | Augusta St. | Dorset St. W. | 103.48 | west | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 15,170.00 |
| 255 | JOHN ST | Dorset St. W. | Park St. | 105.25 | west | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 15,430.00 |
| 260 | JOHN ST | Park St. | Alexander St. | 58.51 | west | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 8,578.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Sidewalks

| Sidewalk ID | Adjacent Road Name | From | To | Length (m) | Direction from Street | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-------------|---------------------|-----------------------|-----------------------|------------|-----------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 286 | JOHN ST | Robertson St. | Park St. | 108.95 | east | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 15,973.00 |
| 315 | BROWN ST | South St. | Walton St. | 123.50 | west | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 18,106.00 |
| 316 | BROWN ST | South St. | Walton St. | 128.23 | east | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 18,799.00 |
| 319 | BROWN ST | North St. | South St. | 144.37 | east | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 21,166.00 |
| 322 | BROWN ST | North St. | South St. | 138.36 | west | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 20,284.00 |
| 327 | BRUTON ST | Julia St. | Pine St. N. | 433.62 | south | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 63,572.00 |
| 333 | BROWN ST | Bedford St. | North St. | 174.66 | east | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 25,607.00 |
| 334 | BROWN ST | Bedford St. | North St. | 167.97 | west | 1991 | 40 | 38% | 3 | 2 | 6 | based on life cycle | 2031 | 24,626.00 |
| 141 | ONTARIO ST | Molson St. | Phillips Rd. | 67.43 | east | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 9,886.00 |
| 172 | MOLSON ST | Mitchell St. | Ontario St. | 50.57 | south | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 7,414.00 |
| 173 | MOLSON ST | west of Mitchell St. | Mitchell St. | 32.65 | south | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 4,787.00 |
| 187 | ONTARIO ST | Barrett St. | north of Maitland St. | 217.34 | west | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 31,863.00 |
| 210 | DORSET ST W | Pine St. S. | John St. | 29.34 | north | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 4,301.00 |
| 213 | PINE ST S | Augusta St. | Dorset St. W. | 130.94 | east | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 19,196.00 |
| 214 | ROBERTSON ST | John St. | Queen St. | 219.41 | south | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 32,167.00 |
| 222 | PINE ST S | Gifford St. | south of Gifford St. | 26.88 | west | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 3,941.00 |
| 224 | STRACHAN ST | Thomas St. | Pine St. S. | 238.18 | north | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 34,919.00 |
| 225 | STRACHAN ST | east of Bramley St. | Thomas St. | 223.34 | north | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 32,744.00 |
| 226 | STRACHAN ST | Bramley St. S. | east of Bramley St. S | 130.19 | north | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 19,087.00 |
| 238 | PINE ST S | north of Augusta St. | Augusta St. | 70.47 | west | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 10,331.00 |
| 240 | PINE ST S | Augusta St. | Dorset St. W. | 153.28 | west | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 22,472.00 |
| 274 | STRACHAN ST | Victoria St. S. | east of Bramley St. S | 115.51 | south | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 16,935.00 |
| 275 | STRACHAN ST | Victoria St. S. | Bramley St. S. | 178.76 | north | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 26,207.00 |
| 411 | JOCELYN ST | Trefusis St. | Victoria St. N. | 127.25 | north | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 18,656.00 |
| 449 | ROSE GLEN RD EXTENS | Ontario St. | east of Ontario St. | 5.54 | south | 1992 | 40 | 40% | 3 | 2 | 6 | based on life cycle | 2032 | 813.00 |
| 502 | CROFT ST (ROW) | Existing Croft St | Rear of Beatric Stron | 278.35 | n/a | 1992 | 40 | 40% | 3 | n/a | 6 | based on life cycle | 2032 | 40,808.00 |
| 252 | SHERBOURNE ST | Bramley St. S. | Thomas St. | 385.63 | north | 1993 | 40 | 43% | 3 | 2 | 6 | based on life cycle | 2033 | 56,537.00 |
| 263 | JOHN ST | Alexander St. | Hayward St. | 111.05 | east | 1995 | 40 | 48% | 3 | 2 | 6 | based on life cycle | 2035 | 16,281.00 |
| 454 | ROSE GLEN RD S | Ward St. | south of Ward St. | 393.10 | east | 1995 | 40 | 48% | 3 | 2 | 6 | based on life cycle | 2035 | 57,632.00 |
| 455 | ROSE GLEN RD S | north of Dorset St. E | Dorset St. W. | 409.07 | east | 1995 | 40 | 48% | 3 | 2 | 6 | based on life cycle | 2035 | 59,973.00 |
| 455 | ROSE GLEN RD S | Peter St | Dorset St | 61.68 | west | 1995 | 40 | 48% | 3 | 2 | 6 | based on life cycle | 2035 | 9,043.00 |
| 125 | CROFT ST | Ontario St. | Wellington St. | 141.09 | north | 1996 | 40 | 50% | 3 | 2 | 6 | based on life cycle | 2036 | 20,685.00 |
| 331 | BEDFORD ST | Brown St. | Cavan St. | 102.65 | south | 1996 | 40 | 50% | 3 | 2 | 6 | based on life cycle | 2036 | 15,049.00 |
| 340 | BEDFORD ST | Pine St. N. | Seymour St. | 69.05 | south | 1996 | 40 | 50% | 3 | 2 | 6 | based on life cycle | 2036 | 10,123.00 |
| 341 | BEDFORD ST | Seymour St. | Brown St. | 84.78 | south | 1996 | 40 | 50% | 3 | 2 | 6 | based on life cycle | 2036 | 12,430.00 |
| 346 | BEDFORD ST | west of Hill St. | Cavan St. | 522.65 | north | 1996 | 40 | 50% | 3 | 2 | 6 | based on life cycle | 2036 | 76,624.00 |
| 147 | CROFT ST | Wellington St. | west of Deblaquire S | 79.08 | north | 1997 | 40 | 53% | 3 | 2 | 6 | based on life cycle | 2037 | 11,594.00 |
| 204 | AUGUSTA ST, N OF | n/a | n/a | 37.69 | n/a | 1997 | 40 | 53% | 3 | 2 | 6 | based on life cycle | 2037 | 5,525.00 |
| 212 | AUGUSTA ST | west of John St. | John St. | 12.81 | south | 1997 | 40 | 53% | 3 | 2 | 6 | based on life cycle | 2037 | 1,878.00 |
| 220 | AUGUSTA ST | Pine St. S. | John St. | 108.01 | north | 1997 | 40 | 53% | 3 | 2 | 6 | based on life cycle | 2037 | 15,835.00 |
| 239 | AUGUSTA ST | Augusta St. | Pine St. S. | 229.31 | north | 1997 | 40 | 53% | 3 | 2 | 6 | based on life cycle | 2037 | 33,618.00 |
| 250 | AUGUSTA ST | Sherbourne St. | Augusta St. | 46.95 | east | 1997 | 40 | 53% | 3 | 2 | 6 | based on life cycle | 2037 | 6,884.00 |
| 253 | AUGUSTA ST | Sherbourne St. | Pine St. S. | 291.52 | w/s/e | 1997 | 40 | 53% | 3 | 2 | 6 | based on life cycle | 2037 | 42,739.00 |
| 273 | VICTORIA ST S | Strachan St. | Sherbourne St. | 104.31 | east | 1997 | 40 | 53% | 3 | 2 | 6 | based on life cycle | 2037 | 15,293.00 |
| 80 | MILL ST | south of Walton St. | south of Walton St. | 27.67 | east | 1998 | 40 | 55% | 3 | 2 | 6 | based on life cycle | 2038 | 4,057.00 |
| 81 | MILL ST | south of Walton St. | north of Peter St. | 60.03 | east | 1998 | 40 | 55% | 3 | 2 | 6 | based on life cycle | 2038 | 8,800.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Sidewalks

| Sidewalk ID | Adjacent Road Name | From | To | Length (m) | Direction from Street | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-------------|--------------------|------------------------|----------------------|------------|-----------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 82 | MILL ST | Dorset St. E. | north of Peter St. | 75.95 | east | 1998 | 40 | 55% | 3 | 2 | 6 | based on life cycle | 2038 | 11,135.00 |
| 84 | PETER ST | Peter St. | north of Peter St. | 8.24 | north | 1998 | 40 | 55% | 3 | 2 | 6 | based on life cycle | 2038 | 1,207.00 |
| 85 | PETER ST | Mill St. S. | Peter St. | 20.79 | north | 1998 | 40 | 55% | 3 | 2 | 6 | based on life cycle | 2038 | 3,049.00 |
| 87 | MILL ST S, EAST OF | n/a | n/a | 32.89 | e/w | 1998 | 40 | 55% | 3 | 2 | 6 | based on life cycle | 2038 | 4,822.00 |
| 88 | MILL ST S, WEST OF | n/a | n/a | 26.49 | n/a | 1998 | 40 | 55% | 3 | 2 | 6 | based on life cycle | 2038 | 3,883.00 |
| 89 | MILL ST | south of Walton St. | north of Robertson | 110.26 | west | 1998 | 40 | 55% | 3 | 2 | 6 | based on life cycle | 2038 | 16,165.00 |
| 90 | MILL ST | south of Walton St. | south of Walton St. | 23.83 | west | 1998 | 40 | 55% | 3 | 2 | 6 | based on life cycle | 2038 | 3,493.00 |
| 91 | MILL ST | Walton St. | south of Walton St. | 25.59 | west | 1998 | 40 | 55% | 3 | 2 | 6 | based on life cycle | 2038 | 3,751.00 |
| 179 | BEAMISH ST | west of Hope St. N. | Hope St. N. | 84.53 | north | 1998 | 40 | 55% | 3 | 2 | 6 | based on life cycle | 2038 | 12,392.00 |
| 180 | BEAMISH ST | west of Hope St. N. | Hope St. N. | 62.42 | south | 1998 | 40 | 55% | 3 | 2 | 6 | based on life cycle | 2038 | 9,151.00 |
| 509 | MILL ST S | Robertson St | 135m N of Robersto | 135.26 | west | 1998 | 40 | 55% | 3 | 2 | 6 | based on life cycle | 2038 | 19,830.00 |
| 38 | DORSET ST | Hope St. S. | Elgin St. S. | 121.78 | north | 1999 | 40 | 58% | 3 | 2 | 6 | based on life cycle | 2039 | 17,853.00 |
| 412 | TREFUSIS ST | north of Jocelyn St. | Jocelyn St. | 31.07 | east | 1999 | 40 | 58% | 3 | 2 | 6 | based on life cycle | 2039 | 4,555.00 |
| 428 | TREFUSIS ST | Chalmers Ct. | north of Jocelyn St. | 167.59 | east | 1999 | 40 | 58% | 3 | 2 | 6 | based on life cycle | 2039 | 24,570.00 |
| 429 | TREFUSIS ST | Trefusis St. | Chalmers Ct. | 99.64 | east | 1999 | 40 | 58% | 3 | 2 | 6 | based on life cycle | 2039 | 14,608.00 |
| 430 | TREFUSIS ST | Trefusis St. | Victoria St. N. | 128.45 | south | 1999 | 40 | 58% | 3 | 2 | 6 | based on life cycle | 2039 | 18,832.00 |
| 56 | WARD ST | Hope St. S. | Princess St. | 102.01 | east | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 14,956.00 |
| 57 | WARD ST | Princess St. | King St. | 122.29 | east | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 17,929.00 |
| 72 | WARD ST | Hope St. S. | Harcourt St. | 367.93 | west | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 53,941.00 |
| 73 | WARD ST | King St. | Armour St. | 79.28 | east | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 11,623.00 |
| 314 | SOUTH ST | Pine St. N. | Brown St. | 130.22 | south | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 19,091.00 |
| 325 | SOUTH ST | Pine St. N. | Brown St. | 131.32 | north | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 19,252.00 |
| 482 | MARSH RD | Toronto Rd | Rapley Blvd | 220.73 | south | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 32,361.00 |
| 483 | MARSH RD | Toronto Rd | Fox Rd | 92.27 | north | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 13,527.00 |
| 484 | MARSH RD | Fox Rd | West PL No. 16 Mar | 167.94 | north | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 24,621.00 |
| 526 | MARSH RD | Rapley Blvd | West PL No. 2 Rapl | 41.60 | south | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 6,099.00 |
| 432 | RAPLEY BLVD | Marsh Rd. | Jarvis Dr. | 202.39 | east | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 29,673.00 |
| 433 | RAPLEY BLVD | Baxter Pl. (N) | Baxter Pl. (S) | 168.72 | west | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 24,735.00 |
| 434 | RAPLEY BLVD | Marsh Rd. | Baxter Pl. | 84.19 | west | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 12,344.00 |
| 435 | RAPLEY BLVD | Jarvis Dr. (west side) | south of Jarvis Dr. | 37.55 | east | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 5,505.00 |
| 436 | JARVIS DR | Jiggins Ct. | Rapley Blvd. | 89.63 | south | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 13,141.00 |
| 459 | JARVIS DR | Jiggins Ct. | north of Huffman Ave | 290.67 | s/e/n | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 42,615.00 |
| 460 | JARVIS DR | north of Huffman Ave | Huffman Ave. | 104.78 | east | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 15,362.00 |
| 462 | HUFFMAN AV | n/a | n/a | 472.14 | s/w/n | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 69,219.00 |
| 464 | JEFFRIES ST | Ramsey Rd. | south of Ramsey Rd | 35.99 | west | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 5,277.00 |
| 463 | JEFFRIES ST | Ramsey Rd. | Rapley Blvd. | 272.44 | west | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 39,942.00 |
| 465 | RAMSEY RD | n/a | n/a | 194.37 | south | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 28,496.00 |
| 466 | RAMSEY RD | east of Jeffries St. | east of Jeffries St. | 4.34 | east | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 636.00 |
| 467 | RAMSEY RD | west of Rapley Blvd. | west of Rapley Blvd. | 3.53 | south | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 518.00 |
| 468 | RAPLEY BLVD | Ramsey Rd. | south of Ramsey Rd | 35.52 | west | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 5,208.00 |
| 469 | RAPLEY BLVD | Jeffries St. | Ramsey Rd. | 73.08 | east | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 10,714.00 |
| 470 | RAPLEY BLVD | Baxter Pl. (S) | south of Ramsey Rd | 409.41 | west | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 60,022.00 |
| 471 | RAPLEY BLVD | Huffman Ave. (S) | Jeffries St. | 77.91 | east | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 11,422.00 |
| 472 | RAPLEY BLVD | Huffman Ave. (N) | Huffman Ave. (S) | 79.08 | east | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 11,594.00 |
| 473 | RAPLEY BLVD | south of Jarvis Dr. | Huffman Ave. | 128.14 | west | 2000 | 40 | 60% | 2 | 2 | 4 | based on life cycle | 2040 | 18,787.00 |
| 64 | MCCAUL ST | Elgin St. S. | Deblaquire St. S. | 127.87 | south | 2001 | 40 | 63% | 2 | 2 | 4 | based on life cycle | 2041 | 18,746.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Sidewalks

| Sidewalk ID | Adjacent Road Name | From | To | Length (m) | Direction from Street | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-------------|--------------------|-----------------------|-----------------------|------------|-----------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 65 | MCCAUL ST | Deblaquire St. S. | east of Deblaquire S | 39.02 | south | 2001 | 40 | 63% | 2 | 2 | 4 | based on life cycle | 2041 | 5,721.00 |
| 66 | MCCAUL ST | east of Deblaquire S | east of Deblaquire S | 35.43 | south | 2001 | 40 | 63% | 2 | 2 | 4 | based on life cycle | 2041 | 5,194.00 |
| 67 | MCCAUL ST | south of McCaul | east of Deblaquire S | 163.16 | w/s/e | 2001 | 40 | 63% | 2 | 2 | 4 | based on life cycle | 2041 | 23,921.00 |
| 70 | WARD ST | Hope St. N. | Elgin St. N. | 143.23 | south | 2001 | 40 | 63% | 2 | 2 | 4 | based on life cycle | 2041 | 20,999.00 |
| 120 | WARD ST | Hope St. N. | Elgin St. N. | 147.42 | north | 2001 | 40 | 63% | 2 | 2 | 4 | based on life cycle | 2041 | 21,613.00 |
| 514 | PHILLIPS RD | Rose Glen Rd N | 93m South of Rose C | 93.48 | east | 2001 | 40 | 63% | 2 | 2 | 4 | based on life cycle | 2041 | 13,705.00 |
| 297 | BRAMLEY ST N | Charles St. | Walton St. | 124.05 | west | 2002 | 40 | 65% | 2 | 2 | 4 | based on life cycle | 2042 | 18,187.00 |
| 298 | BRAMLEY ST N | Charles St. | Walton St. | 124.21 | east | 2002 | 40 | 65% | 2 | 2 | 4 | based on life cycle | 2042 | 18,210.00 |
| 342 | BEDFORD ST | west Pine St. N. | Pine St. N. | 18.88 | south | 2002 | 40 | 65% | 2 | 2 | 4 | based on life cycle | 2042 | 2,768.00 |
| 456 | JIGGENS CT | north of Jarvis Dr. | Jarvis Dr. | 69.23 | west | 2002 | 40 | 65% | 2 | 2 | 4 | based on life cycle | 2042 | 10,150.00 |
| 457 | JIGGENS CT | inside court | inside court | 355.99 | all | 2002 | 40 | 65% | 2 | 2 | 4 | based on life cycle | 2042 | 52,191.00 |
| 458 | BAXTER PL | n/a | n/a | 318.75 | s/w/n | 2002 | 40 | 65% | 2 | 2 | 4 | based on life cycle | 2042 | 46,730.00 |
| 461 | JIGGENS CT | north of Jarvis Dr. | north of Jarvis Dr. | 2.00 | west | 2002 | 40 | 65% | 2 | 2 | 4 | based on life cycle | 2042 | 293.00 |
| 99 | YOUNG ST | north of Bob's Dr. | east of Ontario St. | 166.04 | north | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 24,342.00 |
| 184 | YOUNG ST | Mill St. S. | east of Mill St. S. | 32.25 | south | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 4,728.00 |
| 227 | BRAMLEY ST S | Sullivan St. | Strachan St. | 99.81 | east | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 14,632.00 |
| 243 | BRAMLEY ST S | Sherbourne St. | Durham St. | 79.25 | east | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 11,619.00 |
| 241 | BRAMLEY ST S | Durham St. | Pine St. S. | 690.73 | e/n | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 101,266.00 |
| 242 | BRAMLEY ST S | Sherbourne St. | Trafalgar St. | 114.46 | west | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 16,780.00 |
| 246 | BRAMLEY ST S | Strachan St. | Sherbourne St. | 99.45 | east | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 14,580.00 |
| 247 | BRAMLEY ST S | Strachan St. | Sherbourne St. | 99.71 | west | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 14,619.00 |
| 248 | SHERBOURNE ST | Victoria St. S. | Bramley St. S. | 186.52 | north | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 27,345.00 |
| 249 | SHERBOURNE ST | Victoria St. S. | west of Bramley St. S | 110.66 | south | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 16,223.00 |
| 276 | BRAMLEY ST S | Sullivan St. | Strachan St. | 101.40 | west | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 14,866.00 |
| 280 | BRAMLEY ST S | Walton St. | Sullivan St. | 112.96 | west | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 16,561.00 |
| 285 | BRAMLEY ST S | Walton St. | Sullivan St. | 115.86 | east | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 16,986.00 |
| 489 | MOLSON ST | Alfred St | Walnut St | 97.52 | south | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 14,297.00 |
| 490 | MOLSON ST | Walnut St | Hope St N | 120.80 | south | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 17,710.00 |
| 492 | JOCELYN ST | Toronto Rd | Independent Grocer | 182.80 | north | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 26,800.00 |
| 481 | JOCELYN ST | Toronto Rd | 17m E of Toronto Rd | 17.89 | south | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 2,623.00 |
| 487 | MOLSON ST | 27m W of Mitchell St | Alfred St | 40.40 | south | 2004 | 40 | 70% | 2 | 2 | 4 | based on life cycle | 2044 | 5,923.00 |
| 178 | HOPE ST N | Molson St. | Alfred St. | 404.08 | east | 2005 | 40 | 73% | 2 | 2 | 4 | based on life cycle | 2045 | 59,242.00 |
| 431 | VICTORIA ST | Vaughan Ave. | Jocelyn St. | 161.73 | east | 2005 | 40 | 73% | 2 | 2 | 4 | based on life cycle | 2045 | 23,711.00 |
| 485 | VICTORIA ST N | Centennial Dr | Klien St | 181.71 | east | 2005 | 40 | 73% | 2 | 2 | 4 | based on life cycle | 2045 | 26,640.00 |
| 486 | VICTORIA ST N | Victoria St Back of C | Sidewalk Section 48 | 3.86 | east | 2005 | 40 | 73% | 2 | 2 | 4 | based on life cycle | 2045 | 566.00 |
| 45 | ELGIN ST S | north of Dorset St. E | Dorset St. E. | 65.44 | east | 2006 | 40 | 75% | 2 | 2 | 4 | based on life cycle | 2046 | 9,594.00 |
| 63 | ELGIN ST S | McCaul St. | Francis St. | 248.66 | west | 2006 | 40 | 75% | 2 | 2 | 4 | based on life cycle | 2046 | 36,455.00 |
| 71 | ELGIN ST S | Ward St. | McCaul St. | 134.44 | west | 2006 | 40 | 75% | 2 | 2 | 4 | based on life cycle | 2046 | 19,710.00 |
| 323 | NORTH ST | Pine St. N. | Brown St. | 143.50 | south | 2007 | 40 | 78% | 2 | 2 | 4 | based on life cycle | 2047 | 21,038.00 |
| 335 | NORTH ST | Seymour St. | Brown St. | 67.52 | north | 2007 | 40 | 78% | 2 | 2 | 4 | based on life cycle | 2047 | 9,899.00 |
| 338 | NORTH ST | Pine St. N. | Seymour St. | 65.15 | north | 2007 | 40 | 78% | 2 | 2 | 4 | based on life cycle | 2047 | 9,552.00 |
| 359 | BEDFORD ST | Victoria St. N. | Bramley St. N. | 148.42 | north | 2007 | 40 | 78% | 2 | 2 | 4 | based on life cycle | 2047 | 21,760.00 |
| 376 | BRAMLEY ST N | Yeovil Ln. | Bruton St. | 57.11 | east | 2007 | 40 | 78% | 2 | 2 | 4 | based on life cycle | 2047 | 8,372.00 |
| 380 | BEDFORD ST | Bramley St. N. | east of Bramley St. N | 118.96 | north | 2007 | 40 | 78% | 2 | 2 | 4 | based on life cycle | 2047 | 17,440.00 |
| 388 | LAVINIA ST | Lavinia Ct. | Victoria St. N. | 53.02 | south | 2007 | 40 | 78% | 2 | 2 | 4 | based on life cycle | 2047 | 7,773.00 |
| 389 | LAVINIA ST | Trefusis St. | Lavinia St. | 61.11 | south | 2007 | 40 | 78% | 2 | 2 | 4 | based on life cycle | 2047 | 8,959.00 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Sidewalks

| Sidewalk ID | Adjacent Road Name | From | To | Length (m) | Direction from Street | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|-------------|--------------------|-----------------------|-----------------------|------------|-----------------------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 392 | LAVINIA ST | Trefusis St. | Victoria St. N. | 125.44 | north | 2007 | 40 | 78% | 2 | 2 | 4 | based on life cycle | 2047 | 18,390.00 |
| 403 | LAVINIA ST | west of Trefusis St. | Trefusis St. | 43.13 | south | 2007 | 40 | 78% | 2 | 2 | 4 | based on life cycle | 2047 | 6,323.00 |
| 111 | MARTHA ST | Ellen St. | Ontario St. | 73.42 | north | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 9,824.00 |
| 153 | MARGARET ST | Ontario St. | Martha St. | 278.09 | west | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 37,209.00 |
| 154 | MARTHA ST | Margaret St. | Ellen St. | 66.96 | north | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 8,960.00 |
| 183 | MARTHA ST | Martha St. | Ontario St. | 202.34 | south | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 27,074.00 |
| 302 | VICTORIA ST N | Charles St. | Toronto Rd. | 91.03 | east | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 12,180.00 |
| 358 | VICTORIA ST N | Highland Dr. | Yeovil Ln. | 356.87 | east | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 47,750.00 |
| 360 | VICTORIA ST N | Arthur St. | Yeovil Ln. | 49.81 | west | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 6,664.00 |
| 361 | VICTORIA ST N | Yeovil Ln. | Bruton St. | 50.34 | west | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 6,736.00 |
| 366 | VICTORIA ST N | Bruton St. | Charles St. | 115.40 | west | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 15,440.00 |
| 367 | VICTORIA ST N | Bruton St. | Charles St. | 116.36 | east | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 15,570.00 |
| 384 | VICTORIA ST N | Mars St. | Hillcrest Dr. | 87.87 | east | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 11,757.00 |
| 387 | VICTORIA ST N | Highland Dr. | Mars St. | 107.28 | west | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 14,355.00 |
| 393 | VICTORIA ST N | Percival St. | Highland Dr. | 108.08 | west | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 14,462.00 |
| 405 | VICTORIA ST N | Park St. | Highland Dr. | 107.39 | east | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 14,369.00 |
| 406 | VICTORIA ST N | Silver Cr. | Park St. | 228.55 | east | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 30,580.00 |
| 407 | VICTORIA ST N | Moore Dr. | Silver Cr. | 93.61 | east | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 12,525.00 |
| 408 | VICTORIA ST N | north of Freeman Dr. | Freeman Dr. | 135.32 | west | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 18,106.00 |
| 409 | VICTORIA ST N | Gregory St. | Moore Dr. | 76.91 | east | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 10,290.00 |
| 410 | VICTORIA ST N | Jocelyn St. | Gregory St. | 92.58 | east | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 12,388.00 |
| 413 | VICTORIA ST N | Freeman Dr. | Ralston Dr. | 93.55 | west | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 12,518.00 |
| 415 | VICTORIA ST N | Ralston Dr. | Percival St. | 128.30 | west | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 17,167.00 |
| 417 | VICTORIA ST N | Hillcrest Dr. | Arthur St. | 80.36 | west | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 10,752.00 |
| 439 | VICTORIA ST N | Charles St. | north of Toronto Rd. | 49.91 | west | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 6,678.00 |
| 476 | MARTHA ST | Caroline St. | Margaret St. | 120.17 | east | 2008 | 40 | 80% | 1 | 2 | 2 | based on life cycle | 2048 | 16,079.00 |
| 519 | PETER ST | King St | Hope St S | 752.50 | south | 2009 | 40 | 83% | 1 | 2 | 2 | based on life cycle | 2049 | 95,964.00 |
| 520 | HOPE ST S | Peter St | Plaza Entrance (West) | 41.50 | east | 2009 | 40 | 83% | 1 | 2 | 2 | based on life cycle | 2049 | 5,292.00 |
| 521 | HOPE ST S | Plaza Entrance (West) | CNR Tracks (North) | 11.60 | east | 2009 | 40 | 83% | 1 | 2 | 2 | based on life cycle | 2049 | 1,479.00 |
| 522 | HOPE ST S | CNR Tracks (South) | ESCO North Entrance | 13.30 | east | 2009 | 40 | 83% | 1 | 2 | 2 | based on life cycle | 2049 | 1,696.00 |
| ??? | PEMBERTON DR | | | | | 2014 | 40 | 95% | 1 | 2 | 2 | based on life cycle | 2054 | 8,157.00 |

60,963

\$ 8,892,929

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Streetlights

| Street Location | Street Light Pole Type | | | Total Street Lights | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---|------------------------|----------------------|-----------------------|---------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| | Wooden / Utility Pole | Separate Pole & Base | Decorative (Downtown) | | | | | | | | | | |
| Deblaquiere St South | 7 | | | 7 | 1946 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,964 |
| Durham St | 4 | | | 4 | 1950 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,837 |
| College St | 5 | | | 5 | 1953 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,546 |
| Alfred St | 4 | | | 4 | 1954 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,837 |
| Lakeshore Rd | 5 | | | 5 | 1955 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,546 |
| Hayward St | 15 | | | 15 | 1956 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 10,637 |
| Gregory St | 3 | | | 3 | 1957 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,127 |
| Lyn Crescent | 2 | | | 2 | 1957 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,418 |
| Moore Dr | 6 | | | 6 | 1957 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,255 |
| Rosevear Blvd | | 8 | | 8 | 1959 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 26,919 |
| Keith Place | 1 | | | 1 | 1960 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 709 |
| Catherine St | 2 | | | 2 | 1961 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,418 |
| Deblaquiere St North | 6 | | | 6 | 1962 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,255 |
| Brunswick St | 3 | | | 3 | 1964 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,127 |
| Dorset St West | 13 | | | 13 | 1964 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 9,219 |
| East of Pine | 1 | | | 1 | 1964 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 709 |
| Elgin St North | 8 | | | 8 | 1964 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 5,673 |
| Elias St only (parking lot lights on separate a | 5 | | | 5 | 1964 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,546 |
| Hillcrest Dr | 5 | | | 5 | 1964 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,546 |
| Little Hope St | 2 | | | 2 | 1964 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,418 |
| Nelson St | 2 | | | 2 | 1964 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,418 |
| Pine St North | 10 | | | 10 | 1964 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 7,092 |
| Pine St South | 12 | | | 12 | 1964 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 8,510 |
| Queen St | 12 | | | 12 | 1964 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 8,510 |
| Queen St West of Hayward | 1 | | | 1 | 1964 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 709 |
| Smith St | 5 | | | 5 | 1964 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,546 |
| William St | 4 | | | 4 | 1964 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,837 |
| Orchard St | 3 | | | 3 | 1965 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,127 |
| Oxford St | 5 | | | 5 | 1965 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,546 |
| Park St | 2 | | | 2 | 1966 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,418 |
| Percival St | 7 | | | 7 | 1966 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,964 |
| Seymour St | 3 | | | 3 | 1966 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,127 |
| Sullivan St | 7 | | | 7 | 1966 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,964 |
| Clovelly St | 3 | | | 3 | 1967 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,127 |
| Julia St | 2 | | | 2 | 1967 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,418 |
| Arthur St | 4 | | | 4 | 1968 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,837 |
| Calgary St | | 3 | | 3 | 1968 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 10,095 |
| Campbell Rd | | 2 | | 2 | 1968 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 6,730 |
| Crossley Dr | | 12 | | 12 | 1968 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 40,378 |
| St Andrew's Rd | | 3 | | 3 | 1968 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 10,095 |
| Thomas St | 3 | | | 3 | 1968 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,127 |
| Marsh St | 6 | | | 6 | 1969 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,255 |
| Ross St | 4 | | | 4 | 1969 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,837 |
| S. of Maitland | | 5 | | 5 | 1969 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 16,824 |
| Caldwell St | 3 | | | 3 | 1970 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,127 |
| Bob's Dr | 1 | | | 1 | 1971 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 709 |
| Harris St | 3 | | | 3 | 1971 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,127 |
| Francis St | 5 | | | 5 | 1972 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,546 |
| Hope St North | 24 | | | 24 | 1972 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 17,020 |
| Princess st | 9 | | | 9 | 1972 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 6,382 |
| Armour St | 2 | | | 2 | 1973 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,418 |
| Arthur Mark Drive | | 7 | | 7 | 1973 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 23,554 |
| Centennial Dr | | 36 | | 36 | 1973 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 121,135 |
| Hope St South | 17 | | | 17 | 1973 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 12,056 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Streetlights

| Street Location | Street Light Pole Type | | | Total Street Lights | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|----------------------|------------------------|----------------------|-----------------------|---------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| | Wooden / Utility Pole | Separate Pole & Base | Decorative (Downtown) | | | | | | | | | | |
| Kelly Crescent | | 1 | | 1 | 1973 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,365 |
| Old Cavan St | 3 | | | 3 | 1973 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,127 |
| Payne Crescent | | 11 | | 11 | 1973 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 37,013 |
| pochon av | | 8 | | 8 | 1973 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 26,919 |
| Stanley Dr | | 7 | | 7 | 1973 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 23,554 |
| Vaughn Ave | | 4 | | 4 | 1973 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 13,459 |
| Ward St | 42 | | | 42 | 1973 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 29,785 |
| Walnut St | 2 | | | 2 | 1974 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,418 |
| Caroline St | 8 | | | 8 | 1975 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 5,673 |
| Ellen St | 8 | | | 8 | 1975 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 5,673 |
| North of Caroline St | 1 | | | 1 | 1975 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 709 |
| Bloomsgrove Ave | 6 | | | 6 | 1976 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,255 |
| Cavan St | 40 | | | 40 | 1978 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 28,366 |
| Alexander St | 10 | | | 10 | 1979 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 7,092 |
| ontario st | 33 | | | 33 | 1979 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 23,402 |
| ontario st | 5 | 4 | 5 | 14 | 1979 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 68,560 |
| Quinlan Dr | | 11 | | 11 | 1979 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 37,013 |
| Shuter St | 9 | | | 9 | 1979 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 6,382 |
| Baldwin St | 3 | | | 3 | 1981 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,127 |
| Charles St | 15 | | | 15 | 1981 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 10,637 |
| Church St | 1 | | | 1 | 1981 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 709 |
| Eldorado Place | 5 | | | 5 | 1981 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,546 |
| Toronto Rd | 42 | | | 42 | 1981 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 29,785 |
| Jane St | 2 | | | 2 | 1983 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,418 |
| John St | 12 | | | 12 | 1983 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 8,510 |
| John St | | | 2 | 2 | 1983 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 20,622 |
| King St | 22 | | | 22 | 1983 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 15,601 |
| Ralston Dr | 6 | | | 6 | 1983 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,255 |
| West of John St | 2 | | | 2 | 1983 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,418 |
| Elizabeth St | 2 | | | 2 | 1984 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,418 |
| Hill St | 1 | | | 1 | 1984 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 709 |
| Cumberland St | 6 | | | 6 | 1985 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,255 |
| Margaret St | 5 | | | 5 | 1985 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,546 |
| Martha St | 5 | | | 5 | 1985 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,546 |
| Southby Place | 1 | | | 1 | 1985 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 709 |
| Brogden's Lane | 4 | | | 4 | 1986 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,837 |
| Fraser St | 7 | | | 7 | 1986 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,964 |
| Freeman Dr | 12 | | | 12 | 1986 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 8,510 |
| maitland st | 1 | | | 1 | 1986 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 709 |
| Mill St North | 13 | | | 13 | 1986 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 9,219 |
| Mill St South | 27 | | | 27 | 1986 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 19,147 |
| S. of Maitland | 1 | | | 1 | 1986 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 709 |
| Scriven Blvd | 6 | | | 6 | 1986 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,255 |
| Trefusis St | 4 | 10 | | 14 | 1986 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 36,485 |
| Trefusis St | 5 | | | 5 | 1986 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,546 |
| Burnham Blvd | | 6 | | 6 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 20,189 |
| Chaulk Court | | 2 | | 2 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 6,730 |
| Curtis Court | | 2 | | 2 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 6,730 |
| Gibson Place | | 1 | | 1 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,365 |
| Herbert Place | | 1 | | 1 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,365 |
| Hewson Dr | | 10 | | 10 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 33,649 |
| Hodgson St | | 6 | | 6 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 20,189 |
| jocelyn st | 44 | | | 44 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 31,203 |
| lyatt place | | 1 | | 1 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,365 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Streetlights

| Street Location | Street Light Pole Type | | | Total Street Lights | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|--|------------------------|----------------------|-----------------------|---------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| | Wooden / Utility Pole | Separate Pole & Base | Decorative (Downtown) | | | | | | | | | | |
| Marsh Road | 4 | | | 4 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,837 |
| McCaul St | 6 | | | 6 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,255 |
| Molson Dr | 7 | | | 7 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,964 |
| Peacock Blvd | | 28 | | 28 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 94,216 |
| Peter St | 45 | | | 45 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 31,912 |
| Ravine Dr | | 17 | | 17 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 57,202 |
| Rideout St | 16 | | | 16 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 11,347 |
| Sanders Dr | | 10 | | 10 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 33,649 |
| Scott Court | | 1 | | 1 | 1987 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,365 |
| Henege St | 5 | | | 5 | 1988 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,546 |
| Harcourt St | 10 | | | 10 | 1989 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 7,092 |
| Mitchell St | 2 | | | 2 | 1989 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,418 |
| Philips Rd (including car pool parking) | 7 | | | 7 | 1989 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,964 |
| Woodland Ave | 6 | 14 | | 20 | 1989 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 51,363 |
| Brown St | 12 | | | 12 | 1991 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 8,510 |
| Brown st | 1 | | | 1 | 1991 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 709 |
| Bruton St | 16 | | | 16 | 1991 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 11,347 |
| Clayton's Lane | 2 | | | 2 | 1991 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,418 |
| East of Hogerman | 1 | | | 1 | 1991 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 709 |
| Fox Rd | 1 | | | 1 | 1991 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 709 |
| Fox Rd | 1 | | | 1 | 1991 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 709 |
| Hagerman St | 2 | | | 2 | 1991 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,418 |
| Lavinia St | 5 | | | 5 | 1991 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 3,546 |
| Short St | 6 | | | 6 | 1991 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,255 |
| Wellington St | 9 | | | 9 | 1991 | 25 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 6,382 |
| Between Queen St & Mill St S.N. of Roberts | 6 | | | 6 | 1992 | 25 | 4% | 4 | 3 | 12 | 2020 to 2024 | 2017 | 4,255 |
| Gifford St | 4 | | | 4 | 1992 | 25 | 4% | 4 | 3 | 12 | 2020 to 2024 | 2017 | 2,837 |
| robertson st | 4 | | | 4 | 1992 | 25 | 4% | 4 | 3 | 12 | 2020 to 2024 | 2017 | 2,837 |
| robertson st | 3 | | | 3 | 1992 | 25 | 4% | 4 | 3 | 12 | 2020 to 2024 | 2017 | 2,127 |
| Strachan St | 9 | | | 9 | 1992 | 25 | 4% | 4 | 3 | 12 | 2020 to 2024 | 2017 | 6,382 |
| Strachan St | | 9 | | 9 | 1992 | 25 | 4% | 4 | 3 | 12 | 2020 to 2024 | 2017 | 30,284 |
| Highland Dr | 21 | | | 21 | 1993 | 25 | 8% | 4 | 3 | 12 | 2020 to 2024 | 2018 | 14,892 |
| Highland Dr | | 4 | | 4 | 1993 | 25 | 8% | 4 | 3 | 12 | 2020 to 2024 | 2018 | 13,459 |
| Sherbourne St | 10 | | | 10 | 1993 | 25 | 8% | 4 | 3 | 12 | 2020 to 2024 | 2018 | 7,092 |
| West of Pine St | 4 | | | 4 | 1993 | 25 | 8% | 4 | 3 | 12 | 2020 to 2024 | 2018 | 2,837 |
| Bennett Crt | 2 | | | 2 | 1994 | 25 | 12% | 4 | 3 | 12 | 2020 to 2024 | 2019 | 1,418 |
| Hamilton Rd | 30 | | | 30 | 1994 | 25 | 12% | 4 | 3 | 12 | 2020 to 2024 | 2019 | 21,275 |
| Larose Cres | | 21 | | 21 | 1995 | 25 | 16% | 4 | 3 | 12 | 2020 to 2024 | 2020 | 70,662 |
| Rose Glen Rd | 38 | | | 38 | 1995 | 25 | 16% | 4 | 3 | 12 | 2020 to 2024 | 2020 | 26,948 |
| Victoria St North | 37 | | | 37 | 1995 | 25 | 16% | 4 | 3 | 12 | 2020 to 2024 | 2020 | 26,239 |
| Victoria St South | 11 | | | 11 | 1995 | 25 | 16% | 4 | 3 | 12 | 2020 to 2024 | 2020 | 7,801 |
| Croft St | 24 | | | 24 | 1996 | 25 | 20% | 4 | 3 | 12 | 2020 to 2024 | 2021 | 17,020 |
| Augusta St | 9 | | | 9 | 1997 | 25 | 24% | 4 | 3 | 12 | 2020 to 2024 | 2022 | 6,382 |
| Beamish St | 2 | | | 2 | 1998 | 25 | 28% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 1,418 |
| Helm St | 1 | | | 1 | 1998 | 25 | 28% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 709 |
| Lent Lane | 3 | | | 3 | 1998 | 25 | 28% | 4 | 3 | 12 | 2020 to 2024 | 2023 | 2,127 |
| Chalmers court | | 2 | | 2 | 1999 | 25 | 32% | 3 | 3 | 9 | based on life cycle | 2024 | 6,730 |
| dorset st east | 20 | | | 20 | 1999 | 25 | 32% | 3 | 3 | 9 | based on life cycle | 2024 | 14,183 |
| dorset st east | 1 | | | 1 | 1999 | 25 | 32% | 3 | 3 | 9 | based on life cycle | 2024 | 709 |
| East of Mill | 3 | | | 3 | 1999 | 25 | 32% | 3 | 3 | 9 | based on life cycle | 2024 | 2,127 |
| Huffman Ave | | 11 | | 11 | 2000 | 25 | 36% | 3 | 3 | 9 | based on life cycle | 2025 | 37,013 |
| Jarvis Dr | | 10 | | 10 | 2000 | 25 | 36% | 3 | 3 | 9 | based on life cycle | 2025 | 33,649 |
| Jeffries St | | 7 | | 7 | 2000 | 25 | 36% | 3 | 3 | 9 | based on life cycle | 2025 | 23,554 |
| Ramsey Rd | | 5 | | 5 | 2000 | 25 | 36% | 3 | 3 | 9 | based on life cycle | 2025 | 16,824 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services - Streetlights

| Street Location | Street Light Pole Type | | | Total Street Lights | Construction Year | Useful Life | % of Useful Life Remaining | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|---|------------------------|----------------------|-----------------------|---------------------|-------------------|-------------|----------------------------|---------------------|------------------------|------|---|---|-----------------------------|
| | Wooden / Utility Pole | Separate Pole & Base | Decorative (Downtown) | | | | | | | | | | |
| Rapley Blvd | | 12 | | 12 | 2000 | 25 | 36% | 3 | 3 | 9 | based on life cycle | 2025 | 40,378 |
| South St | 5 | | | 5 | 2000 | 25 | 36% | 3 | 3 | 9 | based on life cycle | 2025 | 3,546 |
| Craig St | 2 | | | 2 | 2001 | 25 | 40% | 3 | 3 | 9 | based on life cycle | 2026 | 1,418 |
| Elias St | 4 | | | 4 | 2001 | 25 | 40% | 3 | 3 | 9 | based on life cycle | 2026 | 2,837 |
| Klein st | | 4 | | 4 | 2001 | 25 | 40% | 3 | 3 | 9 | based on life cycle | 2026 | 13,459 |
| Lakeshore Rd | | 14 | | 14 | 2001 | 25 | 40% | 3 | 3 | 9 | based on life cycle | 2026 | 47,108 |
| mailtland st | | | 4 | 4 | 2001 | 25 | 40% | 3 | 3 | 9 | based on life cycle | 2026 | 41,244 |
| Queen St | | | 9 | 9 | 2001 | 25 | 40% | 3 | 3 | 9 | based on life cycle | 2026 | 92,799 |
| Spicer St | | 9 | | 9 | 2001 | 25 | 40% | 3 | 3 | 9 | based on life cycle | 2026 | 30,284 |
| Walton St | 10 | | | 10 | 2001 | 25 | 40% | 3 | 3 | 9 | based on life cycle | 2026 | 7,092 |
| Walton St | | | 30 | 30 | 2001 | 25 | 40% | 3 | 3 | 9 | based on life cycle | 2026 | 309,330 |
| Westview Park | | 2 | | 2 | 2001 | 25 | 40% | 3 | 3 | 9 | based on life cycle | 2026 | 6,730 |
| Bedford St | 6 | | | 6 | 2002 | 25 | 44% | 3 | 3 | 9 | based on life cycle | 2027 | 4,255 |
| bramley st | 8 | | | 8 | 2004 | 25 | 52% | 3 | 3 | 9 | based on life cycle | 2029 | 5,673 |
| bramley st | 8 | | | 8 | 2004 | 25 | 52% | 3 | 3 | 9 | based on life cycle | 2029 | 5,673 |
| Trafalgar St | 2 | | | 2 | 2004 | 25 | 52% | 3 | 3 | 9 | based on life cycle | 2029 | 1,418 |
| Elgin St South | 12 | | | 12 | 2006 | 25 | 60% | 2 | 3 | 6 | based on life cycle | 2031 | 8,510 |
| North St | 5 | | | 5 | 2007 | 25 | 64% | 2 | 3 | 6 | based on life cycle | 2032 | 3,546 |
| Yeovil St | 8 | | | 8 | 2007 | 25 | 64% | 2 | 3 | 6 | based on life cycle | 2032 | 5,673 |
| Younge St | 6 | | | 6 | 2007 | 25 | 64% | 2 | 3 | 6 | based on life cycle | 2032 | 4,255 |
| Clifton Rd (one 100W light installed in Jan 2 | 5 | | | 5 | 2008 | 25 | 68% | 2 | 3 | 6 | based on life cycle | 2033 | 3,236 |
| Austin Court | | 3 | | 3 | 2010 | 25 | 76% | 2 | 3 | 6 | based on life cycle | 2035 | 9,399 |
| Barrett Street | 4 | | | 4 | 2010 | 25 | 76% | 2 | 3 | 6 | based on life cycle | 2035 | 2,641 |
| Baxter Place | | 8 | | 8 | 2010 | 25 | 76% | 2 | 3 | 6 | based on life cycle | 2035 | 25,064 |
| Benson Court | | 5 | | 5 | 2010 | 25 | 76% | 2 | 3 | 6 | based on life cycle | 2035 | 15,665 |
| Carol Place | | 3 | | 3 | 2010 | 25 | 76% | 2 | 3 | 6 | based on life cycle | 2035 | 9,399 |
| Diane Place | | 2 | | 2 | 2010 | 25 | 76% | 2 | 3 | 6 | based on life cycle | 2035 | 6,266 |
| Howard St | 1 | | | 1 | 2010 | 25 | 76% | 2 | 3 | 6 | based on life cycle | 2035 | 660 |
| Jiggins Court | | 10 | | 10 | 2010 | 25 | 76% | 2 | 3 | 6 | based on life cycle | 2035 | 31,330 |
| Percival Court | 2 | | | 2 | 2010 | 25 | 76% | 2 | 3 | 6 | based on life cycle | 2035 | 1,321 |
| Silver Crescent | 1 | | | 1 | 2010 | 25 | 76% | 2 | 3 | 6 | based on life cycle | 2035 | 660 |
| Snell Court | | 4 | | 4 | 2010 | 25 | 76% | 2 | 3 | 6 | based on life cycle | 2035 | 12,532 |
| Talbot Drive | | 4 | | 4 | 2010 | 25 | 76% | 2 | 3 | 6 | based on life cycle | 2035 | 12,532 |
| Grainger Crescent (Hope Springs subdivision) | | 8 | | 8 | 2013 | 25 | 88% | 1 | 3 | 3 | based on life cycle | 2038 | 23,469 |
| Greenway Circle (Mason Homes) | | 18 | | 18 | 2013 | 25 | 88% | 1 | 3 | 3 | based on life cycle | 2038 | 52,806 |
| Lees Rd (Hope Springs subdivision) | | 4 | | 4 | 2013 | 25 | 88% | 1 | 3 | 3 | based on life cycle | 2038 | 11,735 |
| Maple Boulevard (Mason Homes) | | 8 | | 8 | 2013 | 25 | 88% | 1 | 3 | 3 | based on life cycle | 2038 | 23,469 |
| White Drive (Hope Springs subdivision) | | 8 | | 8 | 2013 | 25 | 88% | 1 | 3 | 3 | based on life cycle | 2038 | 23,469 |
| Henderson St | 6 | | | 6 | 2014 | 25 | 92% | 1 | 3 | 3 | based on life cycle | 2039 | 213,857 |
| | 1178 | 426 | 50 | 1654 | | | | | | | | | \$ 2,964,383 |

Municipality of Port Hope
2016 Asset Management Plan
Transportation Services

| Asset Description | Year | Useful Life | % Useful Life Remaining | Age Based Condition | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|--|------|-------------|-------------------------|---------------------|--|------|---|---------------------------------------|--------------------------------------|
| Traffic Control Signal - Toronto&Ridout | 1979 | 20 | 0% | 5 | 4 | 20 | 2017 to 2021 | 2018 | 209,700 |
| Traffic Control Signal - Walton&Mill | 1999 | 20 | 15% | 4 | 4 | 12 | 2022 to 2026 | 2020 | 205,700 |
| Traffic Control Signal - Peter&Mill | 2000 | 20 | 20% | 4 | 4 | 12 | 2022 to 2026 | 2022 | 216,200 |
| Traffic Control Signal - Peter&Hamilton | 1995 | 20 | 0% | 5 | 4 | 12 | 2022 to 2026 | 2024 | 190,900 |
| Traffic Control Signal - Toronto&Jocelyn | 2005 | 20 | 45% | 3 | 4 | 8 | based on life cycle | 2025 | 216,200 |
| Traffic Control Signal - Walton&Ontario | 2009 | 20 | 65% | 2 | 4 | 8 | based on life cycle | 2029 | 216,200 |
| Traffic Control Signal - Peter & Hope | 2009 | 20 | 65% | 2 | 4 | 8 | based on life cycle | 2029 | 216,200 |
| Traffic Control Signal - Toronto&Pemberton | 2014 | 20 | 90% | 1 | 1 | 1 | based on life cycle | 2034 | 216,200 |
| | | | | | | | | | \$ 1,687,300 |

| Asset Class | Inventory | Replacement Value (2015 \$) |
|--------------------|------------------|------------------------------------|
| Storm Sewer Linear | | |
| Storm Structures | 1,654 | \$ 5,603,966 |
| Storm Conduit | 42,113 m | \$ 28,807,891 |
| Other Storm | | \$ 1,775,000 |
| Total | | \$ 36,186,857 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0990 | CB | 0 | 2.5 | 0 | 1899 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,406 |
| STS0991 | CB | 0 | 2.5 | 0 | 1899 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,406 |
| STS0992 | CB | 0 | 2.5 | 0 | 1899 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,406 |
| STS0993 | CB | 0 | 2.5 | 0 | 1899 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,406 |
| STS1006 | CB | 0 | 2.5 | 0 | 1899 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,406 |
| STS1007 | CB | 0 | 2.5 | 0 | 1899 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 2,406 |
| STS0157 | STMH | 1200 | 3.28 | 0 | 1899 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,518 |
| STS0158 | STMH | 1200 | 3.4 | 0 | 1899 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,518 |
| STS0159 | STMH | 1200 | 3.13 | 0 | 1899 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 4,518 |
| STS0995 | CB | 0 | 2.5 | 0 | 1899 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,852 |
| STS1002 | CB | 0 | 2.5 | 0 | 1899 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,852 |
| STS1003 | CB | 0 | 2.5 | 0 | 1899 | 75 | 0% | 5 | 3 | 15 | 2020 to 2024 | 2017 | 1,852 |
| STS0346 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0347 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0348 | CB | 0 | 2.7 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0349 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0350 | CB | 0 | 2.7 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0351 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0352 | CB | 0 | 2.3 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0353 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0354 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0355 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0356 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0357 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0358 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0359 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0360 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0361 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0364 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0365 | CB | 0 | 1.8 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS0454 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS1555 | CB | 0 | 2.4 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS1556 | CB | 0 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 2,406 |
| STS1902 | STMH | 1200 | 2.4 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 5,780 |
| STS1945 | STMH | 1200 | 1.8 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 5,688 |
| STS1946 | STMH | 1200 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 5,780 |
| STS1947 | STMH | 1200 | 2.3 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 5,780 |
| STS2264 | STMH | 1200 | 1.2 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 5,688 |
| STS2265 | STMH | 1200 | 2.5 | 0 | 1964 | 75 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 5,780 |
| STS0457 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS0458 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0459 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS0461 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS0462 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS0463 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS0464 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS0467 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS1400 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS1401 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS1402 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS1403 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS1404 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS1405 | CB | 0 | 1.8 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS1406 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS1407 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS2269 | CB | 0 | 2.2 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS2270 | CB | 0 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,406 |
| STS2271 | STMH | 1200 | 2.5 | 0 | 1965 | 75 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 5,780 |
| STS0484 | DCB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 2,604 |
| STS0486 | DCB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 2,604 |
| STS0487 | DCB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 2,604 |
| STS0490 | DCB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 2,604 |
| STS0491 | DCB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 2,604 |
| STS0493 | DCB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 2,604 |
| STS0495 | DCB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 2,604 |
| STS0498 | DCB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 2,604 |
| STS0500 | DCB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 2,604 |
| STS0501 | DCB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 2,604 |
| STS0503 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0504 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0505 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0506 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0507 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0508 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0509 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0510 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0511 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0512 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0513 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0514 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0515 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0516 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0517 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0518 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0519 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0520 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0521 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0522 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0596 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0597 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0598 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0599 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0600 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0601 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0602 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0603 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0604 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0605 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0606 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0607 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0608 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0609 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0610 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0611 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0612 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0613 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0614 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0615 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0616 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0617 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0618 | DCB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 2,604 |
| STS0621 | DCB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 2,604 |
| STS0622 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0623 | DCB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 2,604 |
| STS0625 | DCB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 2,604 |
| STS1706 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS1707 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS2080 | STMH | 1200 | 2.4 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,449 |
| STS2081 | STMH | 1200 | 2.4 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,449 |
| STS2082 | STMH | 1200 | 2.1 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,449 |
| STS2083 | STMH | 1200 | 2.6 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,449 |
| STS2084 | STMH | 1200 | 4.3 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,906 |
| STS2085 | STMH | 1200 | 3 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,449 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS2086 | STMH | 1200 | 2.1 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,449 |
| STS2087 | STMH | 1200 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,449 |
| STS2088 | STMH | 1200 | 2.4 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,449 |
| STS2089 | STMH | 1200 | 2.3 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,449 |
| STS2090 | STMH | 1200 | 2.7 | 1 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 6,185 |
| STS2091 | STMH | 1200 | 2.3 | 1 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 6,185 |
| STS2092 | STMH | 1200 | 2.7 | 1 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 6,185 |
| STS2093 | STMH | 1200 | 2.7 | 1 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 6,185 |
| STS2094 | STMH | 1200 | 2.3 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,449 |
| STS2095 | STMH | 1200 | 2.3 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,449 |
| STS2096 | STMH | 1200 | 2.3 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,449 |
| STS2097 | STMH | 1500 | 1.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,904 |
| STS2098 | STMH | 1500 | 3.2 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 6,103 |
| STS2099 | STMH | 1500 | 0.9 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,904 |
| STS2100 | STMH | 1200 | 2.3 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,449 |
| STS2101 | STMH | 1200 | 2 | 1 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 6,114 |
| STS0523 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0524 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS0525 | CB | 0 | 2.5 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 1,852 |
| STS2079 | STMH | 1200 | 3.9 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,518 |
| STS2102 | STMH | 1200 | 2.1 | 0 | 1968 | 75 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 4,449 |
| STS0391 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0392 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0393 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0394 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0395 | CB | 0 | 3.4 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0396 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0422 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0423 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0424 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0425 | CB | 0 | 1.1 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0426 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0427 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0428 | CB | 0 | 3.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0429 | CB | 0 | 3.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0430 | CB | 0 | 3.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0431 | CB | 0 | 3.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0432 | CB | 0 | 3.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0433 | CB | 0 | 3.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0436 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0437 | CB | 0 | 3 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0438 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0439 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0440 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0441 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0442 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0443 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0444 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0445 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0446 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0447 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0448 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0449 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0450 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0451 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0452 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0453 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0980 | CB | 0 | 3.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1390 | CB | 0 | 1.6 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1392 | CB | 0 | 3.4 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1393 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1394 | CB | 0 | 3.4 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1395 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1564 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1565 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1566 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1573 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1574 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1726 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1727 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1757 | CB | 0 | 1.4 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1758 | CB | 0 | 1.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1759 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1765 | CB | 0 | 1.7 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1766 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1767 | CB | 0 | 1.4 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1768 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1769 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1780 | CBMH | 1200 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 5,688 |
| STS1781 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS1920 | STMH | 1200 | 3.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 5,870 |
| STS1929 | STMH | 1200 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 5,780 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS2141 | CBMH | 1200 | 1.4 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 5,688 |
| STS2142 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS2143 | CBMH | 1200 | 1.4 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 5,688 |
| STS2144 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS2145 | CBMH | 1200 | 1.4 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 5,688 |
| STS2146 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS2147 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS2148 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS2149 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS2150 | CB | 0 | 1.8 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS2190 | STMH | 1200 | 3 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 5,780 |
| STS2191 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS2192 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS2193 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS2194 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS2195 | STMH | 1200 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 5,780 |
| STS2254 | CB | 0 | 2.5 | 0 | 1972 | 75 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 2,406 |
| STS0541 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0542 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0543 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0544 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0547 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0548 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0549 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0550 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0551 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0552 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0553 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0554 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0555 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0556 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0557 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0558 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0559 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0560 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0561 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0562 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0565 | DCB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,604 |
| STS0566 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0567 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0568 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

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|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0569 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0570 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0571 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0573 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0574 | DCB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,604 |
| STS0577 | DCB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,604 |
| STS1599 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS1600 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS1666 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS1667 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS1668 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS1669 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS1670 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS1671 | DCB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,604 |
| STS1672 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS1673 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS1940 | CBMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2020 | CBMH | 1200 | 2.1 | 1 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 6,185 |
| STS2021 | CBMH | 1800 | 2.1 | 2 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 11,644 |
| STS2023 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2024 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2025 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2026 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2027 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2028 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2030 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2031 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2032 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2033 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2034 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2035 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2036 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2037 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2038 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2039 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2040 | CBMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2041 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2042 | CBMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2043 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2044 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2045 | CBMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS2046 | CBMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2047 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2048 | CBMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2049 | CBMH | 1800 | 2.1 | 2 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 11,644 |
| STS0248 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0249 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0250 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0251 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0252 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0253 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0254 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0255 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0256 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0257 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0258 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0259 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0260 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0261 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0262 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0263 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0264 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0265 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0266 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0267 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0268 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0269 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0270 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0271 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0272 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0274 | DCB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,604 |
| STS0276 | DCB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,604 |
| STS0278 | DCB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,604 |
| STS0311 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0312 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0313 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0314 | DCB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,604 |
| STS0317 | DCB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,604 |
| STS0318 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0319 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0320 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0321 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0322 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0324 | DCB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,604 |
| STS0326 | DCB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,604 |
| STS0327 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0328 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS0329 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS1658 | CB | 0 | 2.5 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS1659 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS1660 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS1983 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS1984 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS1985 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS1986 | STMH | 1500 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 6,082 |
| STS1987 | STMH | 1500 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 6,082 |
| STS1988 | STMH | 1800 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 8,172 |
| STS1989 | STMH | 1800 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 8,172 |
| STS1990 | STMH | 1800 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 8,172 |
| STS1991 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS1992 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS1993 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS1994 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS1995 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS1996 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS1997 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS1998 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS1999 | STMH | 1800 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 8,172 |
| STS2000 | STMH | 1800 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 8,172 |
| STS2001 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2002 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2003 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2004 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2005 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2006 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2007 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2008 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2009 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2010 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2011 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2013 | STMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS2014 | CBMH | 1200 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,449 |
| STS0545 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0546 | CB | 0 | 2.1 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 1,852 |
| STS1047 | CB | 0 | 2.5 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,406 |
| STS1052 | CB | 0 | 2.5 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,406 |
| STS1053 | CB | 0 | 2.5 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,406 |
| STS1054 | CB | 0 | 2.5 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 2,406 |
| STS2153 | DCB | 0 | 2.5 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 3,383 |
| STS2154 | DCB | 0 | 2.5 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 3,383 |
| STS2155 | DCB | 0 | 2.5 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 3,383 |
| STS2156 | DCB | 0 | 2.5 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 3,383 |
| STS2158 | DCB | 0 | 2.5 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 3,383 |
| STS2159 | DCB | 0 | 2.5 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 3,383 |
| STS2160 | DCB | 0 | 2.5 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 3,383 |
| STS2161 | DCB | 0 | 2.5 | 0 | 1973 | 75 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 3,383 |
| STS0952 | CB | 0 | 2.5 | 0 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 2,406 |
| STS0953 | CB | 0 | 2.5 | 0 | 1974 | 75 | 44% | 3 | 3 | 9 | based on life cycle | 2049 | 2,406 |
| STS0465 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS0466 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS0870 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS0871 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS0918 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS0919 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS0920 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS0922 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS0924 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS0927 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS0928 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS0930 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS0932 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS0934 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS0936 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS0937 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS0939 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS0941 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS0943 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS0945 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS0951 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1019 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1020 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1021 | CB | 0 | 2 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1022 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1023 | CB | 0 | 2.1 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1024 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1025 | CB | 0 | 1.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1026 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1027 | CB | 0 | 1.8 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1028 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1029 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1030 | CB | 0 | 2 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1031 | CB | 0 | 2.3 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1032 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1033 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1034 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1035 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1223 | CB | 0 | 2 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1224 | CB | 0 | 2 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1225 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1226 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1228 | DCB | 0 | 2 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS1230 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS1578 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1582 | DCB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 3,383 |
| STS1584 | CB | 0 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 2,406 |
| STS1933 | CBMH | 1200 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 5,780 |
| STS1951 | STMH | 1200 | 2 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 5,688 |
| STS2112 | CBMH | 1200 | 3.8 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 5,870 |
| STS2196 | STMH | 1200 | 2.5 | 0 | 1975 | 75 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 5,780 |
| STS1427 | CB | 0 | 1.5 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1428 | CB | 0 | 1.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1429 | CB | 0 | 1.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1569 | CB | 0 | 1.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1710 | CB | 0 | 1.6 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1711 | CB | 0 | 1.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1723 | CB | 0 | 1.6 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1747 | CB | 0 | 1.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1748 | CB | 0 | 1.6 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1754 | CB | 0 | 1.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1755 | CB | 0 | 1.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS0813 | CB | 0 | 3.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS0814 | CB | 0 | 4.3 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS0815 | CB | 0 | 3.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS0816 | CB | 0 | 4.3 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS0817 | CB | 0 | 5.5 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0854 | CB | 0 | 2.5 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS0855 | CB | 0 | 3.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS0856 | CB | 0 | 3.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS0857 | CB | 0 | 3.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS0858 | CB | 0 | 4.6 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS0859 | CB | 0 | 2.5 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS0860 | CB | 0 | 3.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS0982 | CB | 0 | 3.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 1,852 |
| STS1170 | CB | 0 | 3.1 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1529 | CB | 0 | 3.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 1,852 |
| STS1530 | CB | 0 | 3.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 1,852 |
| STS1531 | CB | 0 | 3.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 1,852 |
| STS1532 | CB | 0 | 2.5 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 1,852 |
| STS1679 | CB | 0 | 3.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1680 | CB | 0 | 3.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1724 | CB | 0 | 3.1 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1725 | CB | 0 | 3.1 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1749 | CB | 0 | 1.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1750 | CB | 0 | 1.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1751 | CB | 0 | 1.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1752 | CB | 0 | 1.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1753 | CB | 0 | 2.5 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1760 | CB | 0 | 4.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1761 | CB | 0 | 3.1 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1762 | CB | 0 | 2 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1763 | CB | 0 | 2.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1764 | CB | 0 | 3.1 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 2,406 |
| STS1813 | STMH | 1800 | 4.5 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 11,929 |
| STS1814 | STMH | 1800 | 4.3 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 11,929 |
| STS1852 | STMH | 1800 | 5.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 12,363 |
| STS1853 | CBMH | 1800 | 5.5 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 9,516 |
| STS1854 | CBMH | 1800 | 3.9 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 8,846 |
| STS1855 | CBMH | 1800 | 3.5 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 8,846 |
| STS1856 | CBMH | 1800 | 3.3 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 8,846 |
| STS1858 | CBMH | 1800 | 3 | 1 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 9,908 |
| STS1934 | STMH | 1200 | 3.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 4,518 |
| STS2051 | CBMH | 1800 | 3.7 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 11,493 |
| STS2114 | STMH | 1200 | 3.1 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 5,870 |
| STS2115 | STMH | 1200 | 3.1 | 1 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 8,126 |
| STS2116 | STMH | 1200 | 2.7 | 1 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 8,036 |
| STS2130 | STMH | 1800 | 4.5 | 0 | 1977 | 75 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 11,929 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0965 | CB | 0 | 2.8 | 0 | 1978 | 75 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 2,406 |
| STS0966 | CB | 0 | 2.5 | 0 | 1978 | 75 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 2,406 |
| STS0967 | CB | 0 | 2.5 | 0 | 1978 | 75 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 2,406 |
| STS0968 | CB | 0 | 2.5 | 0 | 1978 | 75 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 2,406 |
| STS0969 | CB | 0 | 2.5 | 0 | 1978 | 75 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 2,406 |
| STS0970 | CB | 0 | 2.7 | 0 | 1978 | 75 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 2,406 |
| STS0971 | CB | 0 | 2.7 | 0 | 1978 | 75 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 2,406 |
| STS0972 | CB | 0 | 2.5 | 0 | 1978 | 75 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 2,406 |
| STS1409 | CB | 0 | 1.2 | 0 | 1978 | 75 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 2,406 |
| STS1633 | CB | 0 | 2.5 | 0 | 1978 | 75 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 2,406 |
| STS2187 | DCB | 0 | 2.5 | 0 | 1978 | 75 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 3,383 |
| STS2188 | DCB | 0 | 2.5 | 0 | 1978 | 75 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 3,383 |
| STS2273 | CB | 0 | 2.5 | 0 | 1978 | 75 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 2,406 |
| STS0947 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS0948 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS0949 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS0950 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1299 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1300 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1301 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1302 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1414 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1415 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1416 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1417 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1418 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1419 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1421 | DCB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 3,383 |
| STS1423 | DCB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 3,383 |
| STS1424 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1425 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1426 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1575 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1576 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1579 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1580 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1581 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1585 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1588 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS1589 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS2183 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS2184 | STMH | 1200 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 5,780 |
| STS2185 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS2186 | CB | 0 | 2.5 | 0 | 1979 | 75 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 2,406 |
| STS0405 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1364 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1365 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1366 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1367 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1368 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1369 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1370 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1371 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1372 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1373 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1374 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1375 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1376 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1377 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1378 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1379 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1380 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1381 | CB | 0 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 2,406 |
| STS1936 | CBMH | 1200 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 5,688 |
| STS1982 | CBMH | 1200 | 2 | 0 | 1980 | 75 | 52% | 3 | 3 | 9 | based on life cycle | 2055 | 5,688 |
| STS0954 | CB | 0 | 1.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1318 | CB | 0 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1319 | CB | 0 | 4 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1320 | CB | 0 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1321 | CB | 0 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1322 | CB | 0 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1323 | CB | 0 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1324 | CB | 0 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1325 | CB | 0 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1326 | CB | 0 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1327 | CB | 0 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1328 | CB | 0 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1329 | CB | 0 | 2 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1330 | CB | 0 | 2 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1331 | CB | 0 | 2 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1332 | CB | 0 | 2 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1333 | CB | 0 | 2 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1334 | CB | 0 | 2 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1335 | CB | 0 | 2 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1336 | CB | 0 | 2 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1408 | CB | 0 | 2.4 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1586 | CB | 0 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1587 | CB | 0 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1628 | DCB | 0 | 2.1 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 3,383 |
| STS1629 | CB | 0 | 2.1 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1630 | CB | 0 | 2.1 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1654 | CB | 0 | 1.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 2,406 |
| STS1958 | STMH | 1200 | 2.1 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 5,780 |
| STS1959 | STMH | 1200 | 1.8 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 5,688 |
| STS1975 | CBMH | 1200 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 5,780 |
| STS1976 | CBMH | 1800 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 10,617 |
| STS1977 | CBMH | 1800 | 3 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 10,617 |
| STS2174 | STMH | 1200 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 5,780 |
| STS2198 | STMH | 1200 | 2 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 5,688 |
| STS2199 | STMH | 1200 | 2 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 5,688 |
| STS2200 | STMH | 1200 | 2 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 5,688 |
| STS2202 | STMH | 1200 | 2.5 | 0 | 1981 | 75 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 5,780 |
| STS0749 | CB | 0 | 1.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0791 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0792 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0793 | CB | 0 | 3.4 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0794 | CB | 0 | 3.7 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0795 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0796 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0797 | CB | 0 | 4.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0798 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0799 | CB | 0 | 4.9 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0800 | CB | 0 | 5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0801 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0802 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0807 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0808 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0809 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0810 | CB | 0 | 3.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0811 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0812 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0818 | CB | 0 | 2.5 | 1 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 4,661 |
| STS0819 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0820 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0821 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0822 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0823 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0825 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0826 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0849 | CB | 0 | 4 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0850 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0885 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0886 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0887 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0892 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0893 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0894 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0895 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0896 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0897 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0898 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0899 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0900 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0901 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0902 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0903 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0904 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0981 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0983 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0984 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0985 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0986 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0987 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS0988 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1012 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1066 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1067 | CB | 0 | 4 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1068 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1069 | CB | 0 | 3.8 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1070 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1071 | CB | 0 | 3.8 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1072 | CB | 0 | 3.6 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1073 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1078 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1079 | CB | 0 | 3.6 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1080 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1081 | CB | 0 | 3 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1227 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1507 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1621 | CB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1622 | CB | 0 | 4.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1623 | CB | 0 | 3.7 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1674 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1675 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1676 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1677 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1678 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1681 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1682 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1683 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1684 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1685 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1686 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1687 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1688 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1689 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1690 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1691 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1692 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1693 | CB | 0 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,406 |
| STS1811 | STMH | 1200 | 3.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,870 |
| STS1812 | STMH | 1200 | 2.4 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,780 |
| STS1851 | CBMH | 1200 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,780 |
| STS1857 | STMH | 1800 | 2.6 | 1 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 12,873 |
| STS1943 | STMH | 1800 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 10,617 |
| STS1944 | STMH | 1800 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 10,617 |
| STS1948 | STMH | 1800 | 4.6 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 11,929 |
| STS1949 | STMH | 1800 | 3.9 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 11,493 |
| STS2050 | STMH | 1800 | 5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 11,929 |
| STS2052 | STMH | 1200 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,780 |
| STS2053 | STMH | 1200 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,780 |
| STS2054 | STMH | 1200 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,780 |
| STS2055 | STMH | 1200 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,780 |
| STS2056 | STMH | 1200 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,780 |
| STS2057 | STMH | 1200 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,780 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS2058 | STMH | 1200 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,780 |
| STS2059 | STMH | 1200 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,780 |
| STS2060 | STMH | 1200 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,780 |
| STS2061 | STMH | 1200 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,780 |
| STS2062 | CBMH | 1200 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,780 |
| STS2063 | CBMH | 1200 | 2.5 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,780 |
| STS2245 | DCB | 0 | 1.1 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 3,383 |
| STS2246 | DCB | 0 | 3.2 | 0 | 1983 | 75 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 3,383 |
| STS0783 | DCB | 0 | 1.7 | 0 | 1985 | 75 | 59% | 3 | 3 | 9 | based on life cycle | 2060 | 3,383 |
| STS0785 | DCB | 0 | 2.5 | 0 | 1985 | 75 | 59% | 3 | 3 | 9 | based on life cycle | 2060 | 3,383 |
| STS0786 | CB | 0 | 1.7 | 0 | 1985 | 75 | 59% | 3 | 3 | 9 | based on life cycle | 2060 | 2,406 |
| STS0787 | CB | 0 | 1.7 | 0 | 1985 | 75 | 59% | 3 | 3 | 9 | based on life cycle | 2060 | 2,406 |
| STS0788 | CB | 0 | 1.7 | 0 | 1985 | 75 | 59% | 3 | 3 | 9 | based on life cycle | 2060 | 2,406 |
| STS0790 | DCB | 0 | 1.7 | 0 | 1985 | 75 | 59% | 3 | 3 | 9 | based on life cycle | 2060 | 3,383 |
| STS1619 | CB | 0 | 1.7 | 0 | 1985 | 75 | 59% | 3 | 3 | 9 | based on life cycle | 2060 | 2,406 |
| STS1620 | CB | 0 | 1.7 | 0 | 1985 | 75 | 59% | 3 | 3 | 9 | based on life cycle | 2060 | 2,406 |
| STS0627 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0635 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS1815 | STMH | 1200 | 2.6 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1816 | STMH | 1200 | 2.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1817 | STMH | 1200 | 2.7 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1818 | STMH | 1200 | 2.7 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1819 | STMH | 1200 | 2.4 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1820 | STMH | 1200 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1821 | STMH | 1200 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1822 | STMH | 1200 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1823 | STMH | 1200 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS0219 | CB | 0 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0220 | CB | 0 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0221 | CB | 0 | 2.3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0222 | CB | 0 | 2.3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0223 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0224 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0225 | CB | 0 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0226 | CB | 0 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0227 | CB | 0 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0228 | CB | 0 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0229 | CB | 0 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0230 | CB | 0 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0231 | CB | 0 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0232 | CB | 0 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0233 | CB | 0 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0234 | CB | 0 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0235 | CB | 0 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0236 | CB | 0 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0237 | CB | 0 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0238 | CB | 0 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0239 | CB | 0 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0240 | CB | 0 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0241 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0242 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0243 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0244 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0245 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0246 | CB | 0 | 2.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0247 | CB | 0 | 2.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0279 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0280 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0281 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0282 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0287 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0288 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0289 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0294 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0295 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0296 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0297 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0298 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0299 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0300 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0301 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0302 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0303 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0304 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0307 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0308 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0309 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0310 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS1533 | CB | 0 | 2.3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS1534 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS1535 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS1536 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1840 | STMH | 1200 | 2.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1859 | STMH | 1200 | 2.3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1860 | STMH | 1200 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1861 | STMH | 1200 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1862 | STMH | 1200 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1863 | STMH | 1500 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 6,082 |
| STS1864 | STMH | 1200 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1865 | STMH | 1200 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,518 |
| STS1866 | STMH | 1200 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,518 |
| STS1867 | STMH | 1200 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,518 |
| STS1868 | STMH | 1200 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,518 |
| STS1869 | STMH | 1200 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,518 |
| STS1870 | STMH | 1200 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,518 |
| STS1871 | STMH | 1200 | 3.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,518 |
| STS1872 | STMH | 1200 | 2.3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1873 | STMH | 1200 | 2.3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1874 | STMH | 1500 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 6,082 |
| STS1875 | STMH | 1800 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,172 |
| STS1876 | STMH | 1800 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,172 |
| STS1877 | STMH | 1800 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,172 |
| STS1878 | STMH | 1800 | 2.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,172 |
| STS1879 | STMH | 1800 | 3.2 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,846 |
| STS1880 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1882 | STMH | 1200 | 4.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,906 |
| STS1883 | STMH | 1800 | 3.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,846 |
| STS1884 | STMH | 1800 | 3.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,846 |
| STS1885 | STMH | 1200 | 3.2 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,518 |
| STS1886 | STMH | 1800 | 3.2 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,846 |
| STS1887 | STMH | 1200 | 3.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,518 |
| STS1888 | STMH | 1200 | 3.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,518 |
| STS1889 | STMH | 1200 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1890 | STMH | 1200 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1891 | STMH | 1200 | 2.9 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1892 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1893 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1894 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1895 | STMH | 1200 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1896 | STMH | 1500 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 6,082 |
| STS1897 | STMH | 1800 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,172 |
| STS1898 | STMH | 1800 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,172 |
| STS1899 | STMH | 1800 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,172 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1900 | CBMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1901 | STMH | 1800 | 3.3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,846 |
| STS2012 | STMH | 1800 | 2.1 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,172 |
| STS2175 | DCB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,604 |
| STS2176 | DCB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,604 |
| STS2177 | DCB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,604 |
| STS2178 | DCB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,604 |
| STS2179 | DCB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,604 |
| STS2180 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS2217 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0628 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0629 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0630 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0631 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0632 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0633 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0634 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0636 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0637 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0638 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0639 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0640 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0641 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0642 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0643 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0644 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0645 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0646 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0647 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0648 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0651 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0652 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0653 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0654 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0655 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0656 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0657 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0658 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0659 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,852 |
| STS0660 | DCB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,604 |
| STS1824 | STMH | 1200 | 3.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,518 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1825 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1826 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1827 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1828 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1829 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1830 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1831 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1832 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1833 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1834 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1835 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1836 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1837 | STMH | 1200 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,449 |
| STS1838 | STMH | 1200 | 3.4 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,518 |
| STS1839 | STMH | 1200 | 3.2 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 4,518 |
| STS0368 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS0473 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS0474 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS0475 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS0476 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS0478 | CB | 0 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS0479 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS0480 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS0481 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS0482 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1008 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1010 | CB | 0 | 2.2 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1011 | CB | 0 | 2.2 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1088 | CB | 0 | 3.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1089 | CB | 0 | 2.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1092 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1093 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1094 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1095 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1096 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1097 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1098 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1099 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1102 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1340 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1341 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1343 | DCB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 3,383 |
| STS1344 | DCB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 3,383 |
| STS1346 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1347 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1348 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1349 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1350 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1351 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1352 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1353 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1354 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1355 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1356 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1357 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1358 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1359 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1360 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1361 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1362 | CB | 0 | 2 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1363 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1468 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1547 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1548 | CB | 0 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1550 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1552 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1553 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1554 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1605 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1606 | CB | 0 | 2.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1607 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1644 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1645 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1703 | CB | 0 | 1.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS1850 | STMH | 1500 | 2.75 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 7,902 |
| STS1932 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 5,780 |
| STS1942 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 5,780 |
| STS2215 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS2218 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS2219 | STMH | 1200 | 4.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 6,374 |
| STS2220 | STMH | 1200 | 3.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 5,870 |
| STS2221 | STMH | 1200 | 2.8 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 5,780 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS2222 | STMH | 1200 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 5,780 |
| STS2223 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 5,780 |
| STS2255 | STMH | 1200 | 3 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 5,780 |
| STS2256 | CB | 0 | 2.2 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS2257 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 5,780 |
| STS2258 | CB | 0 | 2.2 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS2259 | STMH | 1200 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 5,780 |
| STS2260 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS2261 | CB | 0 | 2.2 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS2262 | CB | 0 | 2.5 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,406 |
| STS2263 | STMH | 1200 | 2 | 0 | 1987 | 75 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 5,688 |
| STS0578 | CB | 0 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 1,852 |
| STS0579 | CB | 0 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 1,852 |
| STS0580 | CB | 0 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 1,852 |
| STS0581 | CB | 0 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 1,852 |
| STS0582 | CB | 0 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 1,852 |
| STS0583 | CB | 0 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 1,852 |
| STS0584 | CB | 0 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 1,852 |
| STS0585 | CB | 0 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 1,852 |
| STS1695 | CB | 0 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 1,852 |
| STS2029 | STMH | 1200 | 2.1 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 4,449 |
| STS2064 | CBMH | 1200 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 4,378 |
| STS2065 | CBMH | 1200 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 4,378 |
| STS2066 | CBMH | 1200 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 4,378 |
| STS2067 | CBMH | 1200 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 4,378 |
| STS2068 | CBMH | 1200 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 4,378 |
| STS2069 | CBMH | 1200 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 4,378 |
| STS2070 | CBMH | 1200 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 4,378 |
| STS2071 | CBMH | 1200 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 4,378 |
| STS2072 | CBMH | 1200 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 4,378 |
| STS2073 | CBMH | 1200 | 1.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 4,378 |
| STS1016 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1017 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1173 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1174 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1175 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1176 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1177 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1178 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1179 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1180 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1181 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1182 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1183 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1184 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1194 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1508 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1509 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1510 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1511 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1512 | CB | 0 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1732 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1733 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1734 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1735 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1736 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1737 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1738 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1739 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1740 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1741 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1742 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1743 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1744 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1745 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1746 | CB | 0 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 2,406 |
| STS1841 | CBMH | 1200 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 7,912 |
| STS1842 | CBMH | 1200 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 7,912 |
| STS1843 | CBMH | 1200 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 7,912 |
| STS1844 | STMH | 1200 | 2.5 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 5,780 |
| STS1845 | CBMH | 1200 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 7,912 |
| STS1846 | CBMH | 1200 | 5.2 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 7,912 |
| STS2106 | STMH | 1200 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 5,870 |
| STS2107 | STMH | 1200 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 5,870 |
| STS2108 | STMH | 1200 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 5,870 |
| STS2109 | STMH | 1200 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 5,870 |
| STS2110 | STMH | 1200 | 2.5 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 5,780 |
| STS2111 | STMH | 1200 | 3.8 | 0 | 1990 | 75 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 5,870 |
| STS0205 | CB | 0 | 4 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS0209 | CB | 0 | 4 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS0216 | CB | 0 | 4 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS0218 | CB | 0 | 4 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1199 | CB | 0 | 2.7 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS1303 | CB | 0 | 2.5 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS1304 | CB | 0 | 2.5 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS1305 | CB | 0 | 2.5 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS1308 | CB | 0 | 3.5 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS1309 | CB | 0 | 3.5 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS1315 | CB | 0 | 4 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS1316 | CB | 0 | 4 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS1317 | CB | 0 | 4 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS1338 | CB | 0 | 4 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS1339 | CB | 0 | 4 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS1482 | CB | 0 | 4 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS1483 | CB | 0 | 4 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS1496 | CB | 0 | 3.5 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 2,406 |
| STS1784 | STMH | 1200 | 4 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 5,870 |
| STS1785 | STMH | 1200 | 4 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 5,870 |
| STS1786 | STMH | 1200 | 4 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 5,870 |
| STS1809 | STMH | 1500 | 2.5 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 7,902 |
| STS2015 | CBMH | 1500 | 2.7 | 0 | 1991 | 75 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 7,902 |
| STS0330 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS0331 | CB | 0 | 1.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS0332 | CB | 0 | 1.8 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS0333 | CB | 0 | 1.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS0334 | CB | 0 | 2 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS0335 | CB | 0 | 1.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1100 | CB | 0 | 1.8 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1101 | CB | 0 | 1.8 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1200 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1201 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1202 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1203 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1204 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1205 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1206 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1207 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1208 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1209 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1210 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1286 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1287 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1288 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1289 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1290 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1291 | CB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1292 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1293 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1294 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1295 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1296 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1297 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1306 | CB | 0 | 3.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1307 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1310 | CB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1311 | CB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1312 | CB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1313 | CB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1314 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1471 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1472 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1474 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1488 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1489 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1490 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1492 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1493 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1494 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1497 | CB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1499 | DCB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 3,383 |
| STS1502 | DCB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 3,383 |
| STS1503 | CB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1504 | CB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1513 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1514 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1515 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1516 | CB | 0 | 2.2 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1517 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1518 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1519 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1521 | DCB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 3,383 |
| STS1523 | CB | 0 | 2.2 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1524 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1525 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1526 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1527 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1528 | CB | 0 | 1 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1634 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1642 | CB | 0 | 1.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1662 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1663 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1664 | CB | 0 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1696 | CB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1697 | DCB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 3,383 |
| STS1699 | CB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1700 | CB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1702 | CB | 0 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1787 | STMH | 1800 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 10,617 |
| STS1788 | STMH | 1800 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 10,617 |
| STS1790 | CBMH | 1200 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS1791 | CBMH | 1200 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS1792 | CBMH | 1200 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS1793 | STMH | 1200 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS1794 | STMH | 1200 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS1795 | STMH | 1500 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 7,902 |
| STS1796 | STMH | 1500 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 7,902 |
| STS1797 | STMH | 1500 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 7,902 |
| STS1798 | STMH | 1800 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 10,617 |
| STS1799 | STMH | 1800 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 10,617 |
| STS1800 | STMH | 1800 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 10,617 |
| STS1801 | STMH | 1800 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 10,617 |
| STS1802 | STMH | 1800 | 2.7 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 10,617 |
| STS1803 | STMH | 1800 | 2.6 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 10,617 |
| STS1804 | STMH | 2400 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 15,739 |
| STS1805 | STMH | 1200 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS1806 | CBMH | 1500 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 7,902 |
| STS1807 | STMH | 1500 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 7,902 |
| STS1808 | CBMH | 1500 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 7,902 |
| STS1810 | STMH | 1200 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS1847 | STMH | 1200 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS1848 | STMH | 1200 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS1849 | CBMH | 1200 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS1939 | STMH | 1200 | 2.1 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS1966 | STMH | 1200 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS1967 | CBMH | 1200 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1968 | CBMH | 1200 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS1969 | CBMH | 1200 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS1970 | CBMH | 1200 | 3 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS2074 | STMH | 1200 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS2075 | STMH | 1200 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS2076 | STMH | 1200 | 2.9 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS2077 | STMH | 1500 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 7,902 |
| STS2078 | STMH | 1200 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,780 |
| STS2182 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS2279 | CB | 0 | 2.5 | 0 | 1992 | 75 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 2,406 |
| STS1265 | DCB | 0 | 2.5 | 0 | 1993 | 75 | 69% | 2 | 3 | 6 | based on life cycle | 2068 | 3,383 |
| STS1267 | DCB | 0 | 2.5 | 0 | 1993 | 75 | 69% | 2 | 3 | 6 | based on life cycle | 2068 | 3,383 |
| STS1960 | STMH | 1200 | 2.7 | 0 | 1993 | 75 | 69% | 2 | 3 | 6 | based on life cycle | 2068 | 5,780 |
| STS0345 | CB | 0 | 2.8 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1432 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1433 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1434 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1435 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1436 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1437 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1438 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1439 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1440 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1441 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1442 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1444 | DCB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 3,383 |
| STS1446 | DCB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 3,383 |
| STS1447 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1448 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1449 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1450 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1452 | DCB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 3,383 |
| STS1454 | DCB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 3,383 |
| STS1455 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1456 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1457 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1458 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1459 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1460 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1461 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1462 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1463 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1464 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1465 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1467 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1481 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1558 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1559 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1560 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1561 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1562 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1563 | CB | 0 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 2,406 |
| STS1907 | STMH | 1500 | 3.7 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 7,929 |
| STS1908 | STMH | 1200 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 5,780 |
| STS1909 | STMH | 1500 | 4.2 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 7,957 |
| STS1910 | STMH | 1200 | 3 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 5,780 |
| STS1911 | STMH | 1200 | 2.8 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 5,780 |
| STS1912 | STMH | 1200 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 5,780 |
| STS1913 | STMH | 1800 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 10,617 |
| STS1914 | STMH | 1800 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 10,617 |
| STS1915 | STMH | 1800 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 10,617 |
| STS1916 | STMH | 1500 | 2.8 | 1 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 10,157 |
| STS1917 | STMH | 1500 | 3.8 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 7,929 |
| STS1918 | STMH | 1200 | 2.5 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 5,780 |
| STS1919 | STMH | 1200 | 3.9 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 5,870 |
| STS2209 | STMH | 1500 | 4 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 7,929 |
| STS2210 | STMH | 1800 | 2.9 | 1 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 12,873 |
| STS2213 | STMH | 1800 | 2.75 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 10,617 |
| STS2214 | STMH | 1800 | 2.25 | 0 | 1995 | 75 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 10,617 |
| STS0336 | CB | 0 | 2.8 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS0337 | CB | 0 | 2.8 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS0338 | CB | 0 | 2 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS0339 | CB | 0 | 2.8 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS0340 | CB | 0 | 2.8 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS0341 | CB | 0 | 2.8 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS0342 | CB | 0 | 2.8 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS0343 | CB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS0344 | CB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS1112 | CB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS1114 | DCB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,383 |
| STS1147 | DCB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,383 |
| STS1150 | DCB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,383 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1151 | DCB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,383 |
| STS1153 | DCB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,383 |
| STS1155 | DCB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,383 |
| STS1157 | DCB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,383 |
| STS1158 | DCB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,383 |
| STS1161 | DCB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,383 |
| STS1162 | CB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS1163 | CB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS1164 | CB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS1165 | CB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS1166 | DCB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,383 |
| STS1557 | CB | 0 | 2.8 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS1638 | DCB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,383 |
| STS1639 | CB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 2,406 |
| STS1641 | DCB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,383 |
| STS1656 | DCB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,383 |
| STS1657 | DCB | 0 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,383 |
| STS1903 | STMH | 1200 | 2.8 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 5,780 |
| STS1904 | STMH | 1200 | 2.8 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 5,780 |
| STS1905 | STMH | 1200 | 2.8 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 5,780 |
| STS1906 | STMH | 1200 | 2.8 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 5,780 |
| STS1961 | STMH | 1200 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 5,780 |
| STS1962 | STMH | 1200 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 5,780 |
| STS1963 | STMH | 1200 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 5,780 |
| STS1964 | STMH | 1200 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 5,780 |
| STS1965 | STMH | 1200 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 5,780 |
| STS1978 | STMH | 1500 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 7,902 |
| STS1979 | CBMH | 1200 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 5,780 |
| STS1980 | CBMH | 1800 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 10,617 |
| STS1981 | STMH | 1200 | 2.5 | 0 | 1996 | 75 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 5,780 |
| STS0386 | CB | 0 | 1.8 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS0387 | CB | 0 | 1.3 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS0388 | CB | 0 | 1.8 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS0389 | CB | 0 | 1.8 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS0390 | CB | 0 | 1.8 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS0411 | CB | 0 | 2.5 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS0412 | CB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS0413 | CB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS0955 | CB | 0 | 2.5 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS0956 | CB | 0 | 2.5 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS0957 | CB | 0 | 1.8 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0958 | CB | 0 | 1.8 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS0959 | CB | 0 | 2.5 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS0960 | CB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS0961 | CB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS0964 | CB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS1269 | CB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS1271 | DCB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 3,383 |
| STS1273 | DCB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 3,383 |
| STS1275 | DCB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 3,383 |
| STS1276 | DCB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 3,383 |
| STS1279 | DCB | 0 | 2.5 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 3,383 |
| STS1281 | DCB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 3,383 |
| STS1283 | DCB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 3,383 |
| STS1284 | DCB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 3,383 |
| STS1469 | CB | 0 | 2.5 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS1470 | CB | 0 | 2.5 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS1590 | CB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS1643 | CB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS1730 | CB | 0 | 2.5 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS2016 | STMH | 1200 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 5,688 |
| STS2103 | STMH | 1500 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 6,371 |
| STS2104 | CBMH | 1500 | 1.8 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 6,371 |
| STS2105 | CBMH | 1200 | 2.5 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 5,780 |
| STS2162 | DCB | 0 | 1.9 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 3,383 |
| STS2163 | CB | 0 | 1.8 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 2,406 |
| STS2164 | STMH | 1500 | 1.8 | 0 | 1997 | 75 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 6,371 |
| STS0764 | CB | 0 | 2.9 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0765 | CB | 0 | 2.9 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0766 | CB | 0 | 2.4 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0767 | CB | 0 | 2.4 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0768 | CB | 0 | 3 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0769 | CB | 0 | 3 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0770 | CB | 0 | 2.9 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0771 | CB | 0 | 2.6 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0772 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0773 | CB | 0 | 2.8 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0774 | CB | 0 | 2.8 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0775 | DCB | 0 | 2.8 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 2,604 |
| STS0777 | CB | 0 | 1.7 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0778 | CB | 0 | 1.7 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0779 | CB | 0 | 1.7 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0780 | CB | 0 | 1.7 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS1708 | DCB | 0 | 2.8 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 2,604 |
| STS1712 | CB | 0 | 2.8 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS1713 | CB | 0 | 2.8 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS1714 | CB | 0 | 2.8 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS1770 | DCB | 0 | 3 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 2,604 |
| STS1938 | STMH | 1200 | 2.8 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 5,780 |
| STS2117 | STMH | 1200 | 3 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS2118 | STMH | 1200 | 3 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS2119 | STMH | 1200 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS2120 | STMH | 1200 | 2.8 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS2121 | STMH | 1200 | 2.8 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS2122 | STMH | 1200 | 3 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS2123 | STMH | 1200 | 3 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS2124 | STMH | 1500 | 1.3 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,904 |
| STS2125 | STMH | 1200 | 2.8 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS2126 | STMH | 1200 | 1.7 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,378 |
| STS2127 | STMH | 1200 | 2.8 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS2128 | STMH | 1200 | 2.8 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS2132 | RYCB | 0 | 2.8 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0005 | STMH | 1800 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 8,172 |
| STS0024 | STMH | 1200 | 2.6 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS0037 | STMH | 1500 | 2.2 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 6,082 |
| STS0057 | STMH | 1200 | 2.6 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS0058 | DCB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 2,604 |
| STS0059 | DCB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 2,604 |
| STS0062 | CBMH | 1200 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS0063 | STMH | 1200 | 3 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS0064 | STMH | 1200 | 2.7 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS0065 | CB | 0 | 2.7 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0066 | STMH | 1200 | 2.7 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS0067 | STMH | 1200 | 2.6 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS0068 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0069 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0070 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0071 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0072 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0073 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0074 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0075 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0090 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0091 | CB | 0 | 2 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0092 | STMH | 1200 | 2 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,378 |
| STS0093 | STMH | 1200 | 1.9 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,378 |
| STS0683 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0684 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0685 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0686 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0737 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0738 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0739 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS2240 | DCB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 2,604 |
| STS2241 | DCB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 2,604 |
| STS0038 | DCB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 2,604 |
| STS0039 | DCB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 2,604 |
| STS0060 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0061 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0076 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0077 | CB | 0 | 300 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0078 | STMH | 1200 | 3 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,449 |
| STS0079 | STMH | 1200 | 3.2 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,518 |
| STS0080 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0081 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0082 | STMH | 1200 | 3.1 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,518 |
| STS0083 | STMH | 1200 | 3.1 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 4,518 |
| STS0084 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0085 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0086 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS0087 | CB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,852 |
| STS2242 | DCB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 2,604 |
| STS2243 | DCB | 0 | 2.5 | 0 | 1999 | 75 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 2,604 |
| STS0001 | DCB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 2,604 |
| STS0002 | DCB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 2,604 |
| STS0003 | STMH | 1200 | 1.6 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,378 |
| STS0004 | STMH | 1200 | 1.6 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,378 |
| STS0006 | DCB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 2,604 |
| STS0007 | DCB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 2,604 |
| STS0008 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0009 | CB | 0 | 2.7 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0010 | STMH | 1200 | 2.7 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,449 |
| STS0011 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0012 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0013 | DCB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 2,604 |
| STS0014 | DCB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 2,604 |
| STS0015 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0016 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0017 | STMH | 1200 | 3.2 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,518 |
| STS0018 | STMH | 1200 | 2.4 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,449 |
| STS0019 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0020 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0021 | STMH | 1200 | 2.4 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,449 |
| STS0022 | DCB | 0 | 2.4 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 2,604 |
| STS0023 | DCB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 2,604 |
| STS0025 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0026 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0027 | STMH | 1200 | 3.1 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,518 |
| STS0028 | STMH | 1200 | 3.1 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,518 |
| STS0029 | STMH | 1200 | 1.7 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,378 |
| STS0030 | STMH | 1200 | 1.7 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,378 |
| STS0031 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0032 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0033 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0034 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0035 | DCB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 2,604 |
| STS0036 | DCB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 2,604 |
| STS0040 | CB | 0 | 1.8 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0041 | STMH | 1200 | 1.8 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,378 |
| STS0042 | STMH | 1200 | 1.8 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,378 |
| STS0043 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0044 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0045 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0046 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0047 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0048 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0049 | STMH | 1200 | 1.9 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,378 |
| STS0050 | STMH | 1200 | 1.9 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,378 |
| STS0051 | CB | 0 | 3.7 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0052 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0053 | DCB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 2,604 |
| STS0054 | DCB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 2,604 |
| STS0055 | STMH | 1200 | 3.7 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,518 |
| STS0056 | STMH | 1200 | 3.7 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,518 |
| STS0672 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0673 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0692 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0695 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0698 | CB | 0 | 2.5 | 0 | 2000 | 75 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 1,852 |
| STS0370 | DCB | 0 | 3.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 3,383 |
| STS0372 | DCB | 0 | 3.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 3,383 |
| STS0373 | CB | 0 | 3.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS0374 | CB | 0 | 3.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS0375 | CB | 0 | 3.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS0376 | CB | 0 | 1.8 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS0377 | CB | 0 | 2.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS0380 | DCB | 0 | 2.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 3,383 |
| STS0383 | CB | 0 | 2.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS0434 | CB | 0 | 3.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS0435 | CB | 0 | 3.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS0973 | CB | 0 | 1.7 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS0974 | CB | 0 | 1.7 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS0975 | CB | 0 | 1.7 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS0976 | CB | 0 | 3.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS0977 | CB | 0 | 3.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS0978 | CB | 0 | 3.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS0979 | CB | 0 | 3.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS1567 | CB | 0 | 1.7 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS1568 | CB | 0 | 1.7 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS1570 | CB | 0 | 3.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS1571 | CB | 0 | 3.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS1572 | CB | 0 | 1.8 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,406 |
| STS1922 | CBMH | 1200 | 1.4 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 5,688 |
| STS1923 | DCBMH | 1200 | 2.2 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 5,780 |
| STS1924 | CBMH | 1200 | 2.7 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 5,780 |
| STS1925 | STMH | 1200 | 2.7 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 5,780 |
| STS1926 | STMH | 1200 | 2.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 5,780 |
| STS1927 | STMH | 1200 | 2.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 5,780 |
| STS1928 | STMH | 1200 | 2.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 5,780 |
| STS1930 | CBMH | 1800 | 1.7 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 9,506 |
| STS1931 | CBMH | 1800 | 2.5 | 0 | 2001 | 75 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 10,617 |
| STS0906 | CB | 0 | 2.4 | 0 | 2002 | 75 | 81% | 1 | 3 | 3 | based on life cycle | 2077 | 2,406 |
| STS0907 | CB | 0 | 2.4 | 0 | 2002 | 75 | 81% | 1 | 3 | 3 | based on life cycle | 2077 | 2,406 |
| STS0908 | CB | 0 | 2.5 | 0 | 2002 | 75 | 81% | 1 | 3 | 3 | based on life cycle | 2077 | 2,406 |
| STS1219 | CB | 0 | 2 | 0 | 2002 | 75 | 81% | 1 | 3 | 3 | based on life cycle | 2077 | 2,406 |
| STS1220 | CB | 0 | 2 | 0 | 2002 | 75 | 81% | 1 | 3 | 3 | based on life cycle | 2077 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1221 | CB | 0 | 2.4 | 0 | 2002 | 75 | 81% | 1 | 3 | 3 | based on life cycle | 2077 | 2,406 |
| STS1222 | CB | 0 | 2.4 | 0 | 2002 | 75 | 81% | 1 | 3 | 3 | based on life cycle | 2077 | 2,406 |
| STS1649 | CB | 0 | 2.4 | 0 | 2002 | 75 | 81% | 1 | 3 | 3 | based on life cycle | 2077 | 2,406 |
| STS1972 | STMH | 1200 | 2.4 | 0 | 2002 | 75 | 81% | 1 | 3 | 3 | based on life cycle | 2077 | 5,780 |
| STS1211 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1212 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1213 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1214 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1215 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1216 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1217 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1218 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1236 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1237 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1238 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1239 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1240 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1241 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1242 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1243 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1244 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1245 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1246 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1247 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1248 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1249 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1250 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1251 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1252 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1624 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1625 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1626 | CB | 0 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1646 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1647 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1648 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1650 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1651 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1652 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1653 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS1789 | STMH | 1200 | 2.7 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 5,780 |
| STS1952 | CBMH | 1200 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 5,688 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS1953 | CBMH | 1200 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 5,688 |
| STS1954 | STMH | 1200 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 5,688 |
| STS1955 | STMH | 1200 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 5,688 |
| STS1956 | CBMH | 1200 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 5,688 |
| STS1957 | CBMH | 1200 | 2 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 5,688 |
| STS1971 | STMH | 1200 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 5,780 |
| STS1973 | CBMH | 1200 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 5,780 |
| STS1974 | CBMH | 1200 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 5,780 |
| STS2166 | STMH | 1200 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 5,780 |
| STS2167 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS2168 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,406 |
| STS0088 | STMH | 1200 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 4,449 |
| STS0089 | STMH | 1200 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 4,449 |
| STS0096 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 1,852 |
| STS0097 | STMH | 1200 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 4,449 |
| STS0098 | STMH | 1200 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 4,449 |
| STS0099 | STMH | 1200 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 4,449 |
| STS0100 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 1,852 |
| STS0101 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 1,852 |
| STS0102 | STMH | 1200 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 4,449 |
| STS0103 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 1,852 |
| STS0104 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 1,852 |
| STS0105 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 1,852 |
| STS0106 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 1,852 |
| STS0107 | STMH | 1200 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 4,449 |
| STS0108 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 1,852 |
| STS0109 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 1,852 |
| STS0110 | CBMH | 1200 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 4,449 |
| STS0111 | DCB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,604 |
| STS0112 | DCB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,604 |
| STS0113 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 1,852 |
| STS0114 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 1,852 |
| STS0115 | DCB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,604 |
| STS0116 | DCB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 2,604 |
| STS0117 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 1,852 |
| STS0712 | CB | 0 | 2.5 | 0 | 2004 | 75 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 1,852 |
| STS0761 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS0762 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS0763 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS0836 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS0837 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0838 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS0839 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS0840 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS0841 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS0842 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS0843 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS1594 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS1595 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS1596 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS1597 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS1598 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS1601 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS1602 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS1604 | CB | 0 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 2,406 |
| STS1937 | STMH | 1200 | 2.5 | 0 | 2005 | 75 | 85% | 1 | 3 | 3 | based on life cycle | 2080 | 5,780 |
| STS0123 | STMH | 1200 | 3.08 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 5,870 |
| STS0124 | STMH | 1200 | 3.13 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,518 |
| STS0125 | STMH | 1500 | 2.3 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 6,082 |
| STS0126 | STMH | 1200 | 1.92 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,378 |
| STS0147 | STMH | 1200 | 2.97 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 5,780 |
| STS0148 | STMH | 1200 | 2.94 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 5,780 |
| STS0149 | STMH | 1800 | 4.02 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 11,929 |
| STS0150 | STMH | 1800 | 5.08 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 12,363 |
| STS0151 | STMH | 1800 | 4.57 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 11,929 |
| STS0152 | STMH | 1800 | 4.31 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 11,929 |
| STS0153 | STMH | 1800 | 4.24 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 11,929 |
| STS0170 | STMH | 1200 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,449 |
| STS0171 | STMH | 1200 | 1.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,378 |
| STS0180 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |
| STS0181 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |
| STS0182 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |
| STS0183 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |
| STS0184 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |
| STS0185 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |
| STS0186 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |
| STS0187 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |
| STS0188 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |
| STS0189 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |
| STS0190 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |
| STS0191 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |
| STS0192 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0193 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |
| STS0194 | DI | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,511 |
| STS0118 | STMH | 2400 | 5.4 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 15,218 |
| STS0119 | STMH | 1800 | 5.075 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 9,516 |
| STS0120 | STMH | 1800 | 5.15 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 9,516 |
| STS0121 | DCBMH | 1800 | 4.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 9,181 |
| STS0122 | DCB | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 2,604 |
| STS0127 | STMH | 1800 | 4.09 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 9,181 |
| STS0128 | STMH | 1800 | 3.9 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 8,846 |
| STS0129 | STMH | 1800 | 3.84 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 8,846 |
| STS0130 | STMH | 1800 | 4.6 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 9,181 |
| STS0131 | STMH | 1800 | 4.13 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 9,181 |
| STS0132 | STMH | 1800 | 3.89 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 8,846 |
| STS0133 | STMH | 1800 | 3.82 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 8,846 |
| STS0134 | STMH | 1800 | 4.21 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 9,181 |
| STS0135 | STMH | 1800 | 3.76 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 8,846 |
| STS0136 | STMH | 1500 | 3.42 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 6,103 |
| STS0137 | STMH | 1500 | 3.36 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 6,103 |
| STS0138 | STMH | 1500 | 3.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 6,103 |
| STS0139 | STMH | 1500 | 3.17 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 6,103 |
| STS0140 | STMH | 1500 | 4.14 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 6,125 |
| STS0141 | STMH | 1500 | 4.06 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 6,125 |
| STS0142 | STMH | 1500 | 4.03 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 6,125 |
| STS0143 | STMH | 1500 | 4.27 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 6,125 |
| STS0144 | STMH | 1200 | 3.51 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,518 |
| STS0145 | STMH | 1200 | 3.23 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,518 |
| STS0146 | STMH | 1200 | 3.49 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,518 |
| STS0154 | STMH | 1800 | 4.1 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 9,181 |
| STS0155 | STMH | 1200 | 3.43 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,518 |
| STS0156 | STMH | 1200 | 3.26 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,518 |
| STS0164 | STMH | 1800 | 4.28 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 9,181 |
| STS0165 | STMH | 1200 | 3.19 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,518 |
| STS0172 | CB | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 1,852 |
| STS0173 | CBMH | 1200 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,449 |
| STS0174 | CB | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 1,852 |
| STS0175 | CB | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 1,852 |
| STS0176 | STMH | 1200 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,449 |
| STS0177 | STMH | 1200 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,449 |
| STS0178 | CBMH | 1200 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 4,449 |
| STS0179 | DCB | 0 | 2.5 | 0 | 2006 | 75 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 2,604 |
| STS2129 | STMH | 1500 | 1.3 | 0 | 2007 | 75 | 88% | 1 | 3 | 3 | based on life cycle | 2082 | 4,904 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Structures

| Storm Structure ID | Structure Type | Maint. Hole Diameter (mm) | Depth (m) | Drop Qty | Construction Year | Useful Life | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Cost (2015 \$) |
|--------------------|----------------|---------------------------|-----------|----------|-------------------|-------------|------------------|---------------------|------------------------|------|---|---|----------------------------|
| STS0460 | CB | 0 | 2.5 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 2,406 |
| STS0468 | CB | 0 | 2.5 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 2,406 |
| STS1399 | CB | 0 | 2.5 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 2,406 |
| STS1721 | CB | 0 | 1.8 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 2,406 |
| STS1722 | CBMH | 1200 | 1.8 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 5,688 |
| STS1728 | CBMH | 1200 | 1.8 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 5,688 |
| STS1729 | CBMH | 1200 | 1.8 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 5,688 |
| STS1772 | CB | 0 | 1.8 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 2,406 |
| STS1774 | CB | 0 | 1.8 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 2,406 |
| STS1775 | CB | 0 | 1.8 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 2,406 |
| STS1776 | CB | 0 | 1.8 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 2,406 |
| STS1777 | CBMH | 1200 | 1.8 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 5,688 |
| STS1778 | CB | 0 | 1.8 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 2,406 |
| STS2131 | STMH | 1200 | 2.5 | 0 | 2008 | 75 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 5,780 |

\$ 5,603,966

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|-------------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 915 | HOWARD ST | | | | | | | | 1958 | 23% | 4 | 2 | 8 | based on life cycle | 2033 | 64,111 |
| 850 | ROSEVEAR BLVD | | | | | | | | 1959 | 24% | 4 | 2 | 8 | based on life cycle | 2034 | 83,418 |
| 855 | ROSEVEAR BLVD (W BOUND) | | | | | | | | 1959 | 24% | 4 | 2 | 8 | based on life cycle | 2034 | 83,418 |
| 750 | ONTARIO ST | | | | | | | | 1963 | 29% | 4 | 2 | 8 | based on life cycle | 2038 | 48,046 |
| STP0584 | | STS1555 | STS1902 | 10.9 | 2.4 | CON | RND | 450 | 1964 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 4,147 |
| STP0585 | | STS1902 | STS0453 | 35.2 | 2.4 | CON | RND | 525 | 1964 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 14,608 |
| STP0586 | | STS0454 | STS0453 | 11.5 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 3,441 |
| STP0587 | | STS0346 | STS1556 | 16.1 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 4,817 |
| STP0588 | | STS1556 | STS1555 | 36.5 | 2.5 | CON | RND | 450 | 1964 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 13,885 |
| STP0591 | | STS0451 | STS0452 | 8.6 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 2,573 |
| STP0592 | | STS0452 | STS0453 | 10.5 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 3,142 |
| STP0842 | | STS0353 | STS1947 | 1.8 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 539 |
| STP0843 | | STS1945 | STP1654 | 102 | 1.8 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 28,680 |
| STP0844 | | STS0356 | STS1945 | 1.4 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 419 |
| STP0845 | | STS1946 | STS0356 | 1.5 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 449 |
| STP1654 | | STS0355 | STP0843 | 10.1 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 3,022 |
| STP1792 | | STS0332 | STS1528 | 5.4 | 1.2 | CON | RND | 375 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 1,786 |
| STP1793 | | STS1528 | STS2264 | 15.4 | 1 | CON | RND | 450 | 1964 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 5,256 |
| STP1794 | | STS2264 | STS0365 | 22.1 | 1.2 | CON | RND | 375 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 7,311 |
| STP1795 | | STS0364 | STS0365 | 10.9 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 3,261 |
| STP1797 | | STS0365 | STS2265 | 110.4 | 1.8 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 31,042 |
| STP1798 | | STS0361 | STS2265 | 11.8 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 3,531 |
| STP1799 | | STS2265 | STS0360 | 2.7 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 808 |
| STP1800 | | STS0360 | STS0359 | 10 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 2,992 |
| STP1801 | | STS0359 | STS0358 | 8.5 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 2,543 |
| STP1802 | | STS2265 | STS0357 | 22 | 1.8 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 6,186 |
| STP1803 | | STS0357 | STS1945 | 73.8 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 22,082 |
| STP1804 | | STS0354 | STS1947 | 10.4 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 3,112 |
| STP1805 | | STS1947 | STS0352 | 61.6 | 2.3 | CON | RND | 375 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 22,785 |
| STP1806 | | STS0351 | STS0352 | 11.4 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 3,411 |
| STP1807 | | STS0352 | STS0350 | 61.6 | 2.3 | CON | RND | 375 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 22,785 |
| STP1808 | | STS0349 | STS0350 | 11.6 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 3,471 |
| STP1809 | | STS0350 | STS0348 | 72.5 | 2.7 | CON | RND | 375 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 26,817 |
| STP1810 | | STS0347 | STS0348 | 11.4 | 2.5 | CON | RND | 300 | 1964 | 31% | 3 | 2 | 6 | based on life cycle | 2039 | 3,411 |
| STP1811 | | STS0348 | STS1556 | 90 | 2.7 | CON | RND | 450 | 1964 | 31% | 3 | 3 | 9 | based on life cycle | 2039 | 34,237 |
| 745 | ONTARIO ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 136,316 |
| 825 | BROGDENS LN | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 69,534 |
| 930 | HOPE ST N | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 108,277 |
| 970 | QUEEN ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 87,539 |
| 975 | QUEEN ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 65,041 |
| 985 | QUEEN ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 74,392 |
| 987 | QUEEN ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 60,317 |
| 990 | ROBERTSON ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 39,536 |
| 1000 | ROBERTSON ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 30,767 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 1065 | BRAMLEY ST N | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 39,162 |
| 1070 | BRAMLEY ST N | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 38,754 |
| 1080 | BRAMLEY ST N | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 70,048 |
| 1280 | PINE ST S | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 100,892 |
| 1285 | PINE ST S | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 61,878 |
| 1290 | PINE ST S | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 86,450 |
| 1295 | PINE ST N | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 88,476 |
| 1470 | CAVAN ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 40,408 |
| 1480 | CAVAN ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 78,011 |
| 1490 | CAVAN ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 33,215 |
| 1495 | BARRETT ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 95,645 |
| 1500 | BARRETT ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 73,717 |
| 1505 | CAVAN ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 70,669 |
| 1510 | CAVAN ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 123,978 |
| 1520 | CAVAN ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 111,140 |
| 1525 | CAVAN ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 358,680 |
| 1570 | SOUTH ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 64,163 |
| 1575 | SOUTH ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 67,400 |
| 1690 | BRUTON ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 143,654 |
| 1695 | BRUTON ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 100,801 |
| 1700 | BRUTON ST | | | | | | | | 1964 | 31% | 3 | | 0 | based on life cycle | 2039 | 87,090 |
| STP1828 | | STS0457 | STS0458 | 11.4 | 2.5 | CON | RND | 300 | 1965 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 3,411 |
| STP1829 | | STS0457 | STS0460 | 71.3 | 1.8 | CON | RND | 300 | 1965 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 20,048 |
| STP1830 | | STS0460 | STS0459 | 11.6 | 2.5 | CON | RND | 300 | 1965 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 3,471 |
| STP1831 | | STS0460 | STS0461 | 101.9 | 1.9 | CON | RND | 375 | 1965 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 33,708 |
| STP1832 | | STS0461 | STS0462 | 15.4 | 2.5 | CON | RND | 450 | 1965 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 5,858 |
| STP1833 | | STS0462 | STS0463 | 8.8 | 2.5 | CON | RND | 450 | 1965 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 3,348 |
| STP1834 | | STS0463 | STS0464 | 7.3 | 2.5 | CON | RND | 450 | 1965 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 2,777 |
| STP1835 | | STS0461 | STS0468 | 54.1 | 2.1 | CON | RND | 375 | 1965 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 20,011 |
| STP1836 | | STS0468 | STS0467 | 11.5 | 2.5 | CON | RND | 300 | 1965 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 3,441 |
| STP1839 | | STS0468 | STS2269 | 101.7 | 2.1 | CON | RND | 375 | 1965 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 37,618 |
| STP1840 | | STS2269 | STS1400 | 75.7 | 2.2 | CON | RND | 525 | 1965 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 31,415 |
| STP1841 | | STS1399 | STP1840 | 2.7 | 2.5 | CON | RND | 300 | 1965 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 808 |
| STP1842 | | STS1400 | STS1401 | 14.4 | 2.5 | CON | RND | 450 | 1965 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 5,478 |
| STP1843 | | STS1401 | STS1403 | 14.2 | 2.5 | CON | RND | 450 | 1965 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 5,402 |
| STP1844 | | STS1403 | STS1402 | 10.2 | 2.5 | CON | RND | 450 | 1965 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 3,880 |
| STP1845 | | STS1400 | STS1405 | 52.8 | 1.8 | CON | RND | 600 | 1965 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 20,245 |
| STP1846 | | STS1405 | STS2271 | 8.5 | 1.8 | CON | RND | 675 | 1965 | 32% | 3 | 4 | 12 | 2020 to 2024 | 2040 | 4,627 |
| STP1847 | | STS2271 | STS1404 | 23.5 | 2.5 | CON | RND | 450 | 1965 | 32% | 3 | 3 | 9 | based on life cycle | 2040 | 8,940 |
| STP1848 | | STS1407 | STS1406 | 11.8 | 2.5 | CON | RND | 300 | 1965 | 32% | 3 | 2 | 6 | based on life cycle | 2040 | 3,531 |
| 30 | PETER ST | | | | | | | | 1965 | 32% | 3 | | 0 | based on life cycle | 2040 | 245,281 |
| 35 | PETER ST | | | | | | | | 1965 | 32% | 3 | | 0 | based on life cycle | 2040 | 65,277 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 405 | KING ST | | | | | | | | 1965 | 32% | 3 | | 0 | based on life cycle | 2040 | 76,718 |
| 860 | OXFORD ST | | | | | | | | 1965 | 32% | 3 | | 0 | based on life cycle | 2040 | 83,953 |
| 2085 | SILVER CR | | | | | | | | 1965 | 32% | 3 | | 0 | based on life cycle | 2040 | 52,212 |
| 1475 | MAITLAND ST | | | | | | | | 1966 | 33% | 3 | | 0 | based on life cycle | 2041 | 63,699 |
| 1595 | SEYMOUR ST | | | | | | | | 1966 | 33% | 3 | | 0 | based on life cycle | 2041 | 101,844 |
| 1945 | LAVINIA ST | | | | | | | | 1966 | 33% | 3 | | 0 | based on life cycle | 2041 | 31,125 |
| 1960 | PARK ST | | | | | | | | 1966 | 33% | 3 | | 0 | based on life cycle | 2041 | 36,492 |
| 1665 | CHARLES ST | | | | | | | | 1967 | 35% | 3 | | 0 | based on life cycle | 2042 | 111,477 |
| 1670 | CHARLES ST | | | | | | | | 1967 | 35% | 3 | | 0 | based on life cycle | 2042 | 102,117 |
| 1685 | JULIA LN | | | | | | | | 1967 | 35% | 3 | | 0 | based on life cycle | 2042 | 111,148 |
| STP1307 | | STS2102 | STS2079 | 43.1 | 2.1 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 9,926 |
| STP1340 | | STS0525 | STP1307 | 5.9 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,359 |
| STP1341 | | STS0523 | STP1307 | 6.1 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,405 |
| STP1342 | | STS0524 | STP1307 | 1.8 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 415 |
| 1585 | NORTH ST | | | | | | | | 1968 | 36% | 3 | | 0 | based on life cycle | 2043 | 63,779 |
| STP1304 | | STS2099 | OF0018 | 57.9 | 0.9 | CON | RND | 825 | 1968 | 36% | 3 | 4 | 12 | 2020 to 2024 | 2043 | 32,205 |
| STP1305 | | STS2098 | STS2099 | 60.3 | 3.2 | CON | RND | 750 | 1968 | 36% | 3 | 4 | 12 | 2020 to 2024 | 2043 | 58,309 |
| STP1306 | | STS2097 | STS2098 | 30.6 | 1.5 | CON | RND | 750 | 1968 | 36% | 3 | 4 | 12 | 2020 to 2024 | 2043 | 16,042 |
| STP1308 | | STS2079 | STS2084 | 108.4 | 3.9 | CON | RND | 600 | 1968 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 40,396 |
| STP1309 | | STS2081 | STS2080 | 32.4 | 2 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 7,012 |
| STP1310 | | STS2081 | STS2082 | 83.2 | 2.4 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 19,161 |
| STP1311 | | STS2082 | STS2083 | 86.4 | 1.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 18,698 |
| STP1312 | | STS2080 | STS2100 | 89 | 2.4 | CON | RND | 450 | 1968 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 26,059 |
| STP1313 | | STS2100 | STS2079 | 86.3 | 2.3 | CON | RND | 450 | 1968 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 25,268 |
| STP1314 | | STS2082 | STS2087 | 111.6 | 2.1 | CON | RND | 375 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 31,772 |
| STP1315 | | STS2086 | STS2087 | 55.5 | 1.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 12,011 |
| STP1316 | | STS2083 | STS2084 | 88.4 | 2.6 | CON | RND | 450 | 1968 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 25,883 |
| STP1317 | | STS2084 | STS2085 | 109 | 4.3 | CON | RND | 675 | 1968 | 36% | 3 | 4 | 12 | 2020 to 2024 | 2043 | 51,846 |
| STP1318 | | STS2085 | STS2090 | 108.6 | 3 | CON | RND | 675 | 1968 | 36% | 3 | 4 | 12 | 2020 to 2024 | 2043 | 47,508 |
| STP1319 | | STS2086 | STS2085 | 93.7 | 2.1 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 21,579 |
| STP1320 | | STS2089 | STS2090 | 62.3 | 2.3 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 14,348 |
| STP1321 | | STS2087 | STS2088 | 111.3 | 2.5 | CON | RND | 450 | 1968 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 32,588 |
| STP1322 | | STS2090 | STS2091 | 44.4 | 2.7 | CON | RND | 675 | 1968 | 36% | 3 | 4 | 12 | 2020 to 2024 | 2043 | 19,423 |
| STP1323 | | STS2091 | STS2093 | 43.2 | 2.3 | CON | RND | 675 | 1968 | 36% | 3 | 4 | 12 | 2020 to 2024 | 2043 | 18,898 |
| STP1324 | | STS2093 | STS2092 | 43 | 2.7 | CON | RND | 675 | 1968 | 36% | 3 | 4 | 12 | 2020 to 2024 | 2043 | 18,811 |
| STP1325 | | STS2088 | STS2096 | 82.5 | 2.4 | CON | RND | 450 | 1968 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 24,156 |
| STP1326 | | STS2096 | STS2095 | 30.7 | 2.3 | CON | RND | 450 | 1968 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 8,989 |
| STP1327 | | STS2095 | STS2094 | 39.7 | 2.3 | CON | RND | 450 | 1968 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 11,624 |
| STP1328 | | STS2094 | STS2092 | 47.5 | 2.3 | CON | RND | 525 | 1968 | 36% | 3 | 3 | 9 | based on life cycle | 2043 | 15,172 |
| STP1329 | | STS2092 | STS2101 | 36.5 | 2.7 | CON | RND | 675 | 1968 | 36% | 3 | 4 | 12 | 2020 to 2024 | 2043 | 15,967 |
| STP1330 | | STS2101 | STS2097 | 49.8 | 2 | CON | RND | 675 | 1968 | 36% | 3 | 4 | 12 | 2020 to 2024 | 2043 | 20,863 |
| STP1331 | | STS2089 | STS2088 | 62.2 | 2.1 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 14,325 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1332 | | STS0601 | STP1309 | 12.2 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 2,810 |
| STP1333 | | STS0600 | STP1309 | 2.1 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 484 |
| STP1334 | | STS0599 | STP1312 | 2.3 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 530 |
| STP1335 | | STS0598 | STP1312 | 5.5 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,267 |
| STP1336 | | STS0597 | STP1313 | 2.2 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 507 |
| STP1337 | | STS0596 | STP1313 | 5.7 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,313 |
| STP1338 | | STS0522 | STP1313 | 2.4 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 553 |
| STP1339 | | STS0521 | STP1313 | 5.9 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,359 |
| STP1343 | | STS0520 | STP1308 | 1.4 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 322 |
| STP1344 | | STS0519 | STP1308 | 6.2 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,428 |
| STP1345 | | STS0518 | STP1308 | 1.8 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 415 |
| STP1346 | | STS0517 | STP1308 | 5.8 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,336 |
| STP1347 | | STS0516 | STP1316 | 2.1 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 484 |
| STP1348 | | STS0515 | STP1316 | 5.6 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,290 |
| STP1349 | | STS0604 | STP1316 | 2.6 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 599 |
| STP1350 | | STS0605 | STP1316 | 5.5 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,267 |
| STP1351 | | STS0602 | STP1311 | 2.4 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 553 |
| STP1352 | | STS0603 | STP1311 | 5.7 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,313 |
| STP1353 | | STS1706 | STP1310 | 5.5 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,267 |
| STP1354 | | STS1707 | STP1310 | 2.4 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 553 |
| STP1355 | | STS0606 | STP1314 | 2.4 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 553 |
| STP1356 | | STS0607 | STP1314 | 5.8 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,336 |
| STP1357 | | STS0608 | STP1314 | 1.9 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 438 |
| STP1358 | | STS0609 | STP1314 | 6 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,382 |
| STP1359 | | STS0610 | STP1315 | 2.2 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 507 |
| STP1360 | | STS0611 | STP1315 | 5.8 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,336 |
| STP1361 | | STS0510 | STP1319 | 2.2 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 507 |
| STP1362 | | STS0509 | STP1319 | 5.6 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,290 |
| STP1363 | | STS0511 | STP1317 | 5.9 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,359 |
| STP1364 | | STS0512 | STP1317 | 2 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 461 |
| STP1365 | | STS0514 | STP1317 | 6 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,382 |
| STP1366 | | STS0513 | STP1317 | 1.8 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 415 |
| STP1367 | | STS0507 | STP1318 | 5.8 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,336 |
| STP1368 | | STS0508 | STP1318 | 1.7 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 392 |
| STP1369 | | STS0505 | STP1318 | 5.8 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,336 |
| STP1370 | | STS0506 | STP1318 | 1.6 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 368 |
| STP1371 | | STS0504 | STP1320 | 2.3 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 530 |
| STP1372 | | STS0503 | STP1320 | 5.6 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,290 |
| STP1373 | | STS0616 | STP1331 | 2.7 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 622 |
| STP1374 | | STS0617 | STP1331 | 5 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,152 |
| STP1375 | | STS0615 | STP1321 | 5.2 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,198 |
| STP1376 | | STS0614 | STP1321 | 2.7 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 622 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1377 | | STS0613 | STP1321 | 2.2 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 507 |
| STP1378 | | STS0612 | STP1321 | 5.5 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,267 |
| STP1379 | | STS0618 | STP1325 | 6.4 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,474 |
| STP1380 | | STS0621 | STP1325 | 1.3 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 299 |
| STP1381 | | STS0622 | STP1325 | 4.4 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,013 |
| STP1382 | | STS0625 | STP1327 | 2.6 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 599 |
| STP1383 | | STS0623 | STP1327 | 5.2 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,198 |
| STP1384 | | STS0493 | STP1328 | 2 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 461 |
| STP1385 | | STS0491 | STP1328 | 5.5 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,267 |
| STP1386 | | STS0498 | STP1324 | 1.9 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 438 |
| STP1387 | | STS0495 | STP1324 | 5.6 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,290 |
| STP1388 | | STS0501 | STP1323 | 2.1 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 484 |
| STP1389 | | STS0500 | STP1323 | 5.6 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,290 |
| STP1390 | | STS0487 | STP1330 | 2.4 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 553 |
| STP1391 | | STS0490 | STP1330 | 4.9 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,128 |
| STP1392 | | STS0486 | STP1306 | 1 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 230 |
| STP1393 | | STS0484 | STP1306 | 6.7 | 2.5 | CON | RND | 300 | 1968 | 36% | 3 | 2 | 6 | based on life cycle | 2043 | 1,543 |
| 3220 | CROSSLEY DR | | | | | | | | 1968 | 36% | 3 | | 0 | based on life cycle | 2043 | 41,688 |
| 1640 | HAGERMAN ST | | | | | | | | 1969 | 37% | 3 | | 0 | based on life cycle | 2044 | 85,849 |
| 1660 | BALDWIN ST | | | | | | | | 1969 | 37% | 3 | | 0 | based on life cycle | 2044 | 65,212 |
| STP0647 | | STS0433 | STS0432 | 9.3 | 3.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 2,909 |
| STP0648 | | STS0432 | STS1920 | 13.8 | 3.5 | CON | RND | 525 | 1972 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 5,955 |
| STP0649 | | STS0429 | STS0431 | 20.6 | 3.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 6,443 |
| STP0650 | | STS0980 | STP0649 | 0.9 | 3.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 281 |
| STP0651 | | STS0430 | STS1920 | 15 | 3.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 4,691 |
| STP0652 | | STS1564 | STS1390 | 8.9 | 2.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 2,663 |
| STP0653 | | STS1390 | STS0428 | 76.7 | 1.6 | CON | RND | 450 | 1972 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 26,179 |
| STP0654 | | STS0428 | STS0429 | 57.2 | 3.5 | CON | RND | 450 | 1972 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 22,706 |
| STP0655 | | STS0426 | STS0427 | 8.3 | 2.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 2,484 |
| STP0656 | | STS0427 | STS0428 | 19.6 | 2.5 | CON | RND | 450 | 1972 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 7,456 |
| STP0657 | | STS1920 | STS0431 | 20.8 | 3.5 | CON | RND | 375 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 8,006 |
| STP0708 | | STS0450 | STS0449 | 9.2 | 2.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 2,753 |
| STP0709 | | STS0449 | STS0447 | 64.9 | 2.5 | CON | RND | 375 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 24,006 |
| STP0710 | | STS0448 | STS0447 | 9.2 | 2.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 2,753 |
| STP0711 | | STS0447 | STS0446 | 63.4 | 2.5 | CON | RND | 375 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 23,451 |
| STP0712 | | STS0445 | STS0446 | 9.3 | 2.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 2,783 |
| STP0713 | | STS0446 | STS0444 | 34.4 | 2.5 | CON | RND | 450 | 1972 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 13,086 |
| STP0714 | | STS0444 | STS1929 | 17.9 | 2.5 | CON | RND | 450 | 1972 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 6,809 |
| STP0715 | | STS1565 | STS1566 | 8.5 | 2.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 2,543 |
| STP0716 | | STS1566 | STS1929 | 11.6 | 2.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 3,471 |
| STP0717 | | STS1929 | STS0442 | 41 | 2.5 | CON | RND | 525 | 1972 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 17,015 |
| STP0718 | | STS0443 | STS0442 | 9.1 | 2.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 2,723 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0719 | | STS0440 | STS0441 | 9.2 | 2.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 2,753 |
| STP0720 | | STS0442 | STS0441 | 86.8 | 2.5 | CON | RND | 600 | 1972 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 40,459 |
| STP0721 | | STS0438 | STS0439 | 9.4 | 2.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 2,813 |
| STP0722 | | STS0441 | STS0439 | 92.2 | 2.5 | CON | RND | 675 | 1972 | 41% | 3 | 4 | 12 | 2020 to 2024 | 2047 | 52,403 |
| STP1662 | | STS0439 | STS0437 | 43.9 | 2.5 | CON | RND | 450 | 1972 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 16,700 |
| STP1663 | | STS0436 | STS0437 | 9 | 2.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 2,693 |
| STP1664 | | STS0437 | STS1920 | 82 | 3 | CON | RND | 450 | 1972 | 41% | 3 | 3 | 9 | based on life cycle | 2047 | 31,194 |
| STP1772 | | STS2254 | STP0720 | 5.1 | 2.5 | CON | RND | 300 | 1972 | 41% | 3 | 2 | 6 | based on life cycle | 2047 | 1,526 |
| 500 | FRANCIS ST | | | | | | | | 1972 | 41% | 3 | | 0 | based on life cycle | 2047 | 83,799 |
| 3080 | MCKIBBON ST | | | | | | | | 1972 | 41% | 3 | | 0 | based on life cycle | 2047 | 36,583 |
| STP0705 | | STS1033 | STS1035 | 39.4 | 2.5 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 11,789 |
| STP0988 | | STS1878 | STS2000 | 42.3 | 2.1 | CON | RND | 1200 | 1973 | 43% | 3 | 5 | 15 | 2020 to 2024 | 2048 | 34,219 |
| STP0989 | | STS2000 | STS1999 | 89.1 | 2.1 | CON | RND | 1200 | 1973 | 43% | 3 | 5 | 15 | 2020 to 2024 | 2048 | 72,078 |
| STP0990 | | STS1999 | STS1990 | 85.6 | 2.1 | CON | RND | 1200 | 1973 | 43% | 3 | 5 | 15 | 2020 to 2024 | 2048 | 69,247 |
| STP0991 | | STS1990 | STS1660 | 10 | 2.1 | CON | RND | 1200 | 1973 | 43% | 3 | 5 | 15 | 2020 to 2024 | 2048 | 8,090 |
| STP0992 | | STS2013 | STS1660 | 6 | 2.1 | CON | RND | 675 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 2,625 |
| STP0993 | | STS1660 | STP0994 | 42.2 | 2.1 | CON | RND | 1200 | 1973 | 43% | 3 | 5 | 15 | 2020 to 2024 | 2048 | 34,138 |
| STP0994 | | STP0993 | OF0023 | 3 | 2.1 | CON | RND | 1200 | 1973 | 43% | 3 | 5 | 15 | 2020 to 2024 | 2048 | 2,427 |
| STP0995 | | STS1989 | STS0258 | 39 | 2.1 | CON | RND | 975 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 27,216 |
| STP0996 | | STS0258 | STS1660 | 20.6 | 2.1 | CON | RND | 975 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 14,376 |
| STP0997 | | STS1988 | STS1989 | 61.2 | 2.1 | CON | RND | 975 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 42,709 |
| STP0998 | | STS1987 | STS1988 | 63.4 | 2.1 | CON | RND | 825 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 38,081 |
| STP0999 | | STS1986 | STS1987 | 58.8 | 2.1 | CON | RND | 750 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 32,187 |
| STP1000 | | STS1985 | STS1986 | 74.8 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 17,227 |
| STP1001 | | STS1983 | STS1984 | 45.5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 10,479 |
| STP1002 | | STS1984 | STS1998 | 92.6 | 2.1 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 27,113 |
| STP1003 | | STS1998 | STS1997 | 93.3 | 2.1 | CON | RND | 525 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 29,802 |
| STP1004 | | STS1997 | STS1991 | 57.2 | 2.1 | CON | RND | 600 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 20,521 |
| STP1005 | | STS1995 | STS1996 | 17.4 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 4,007 |
| STP1006 | | STS1996 | STS1992 | 10.4 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 2,395 |
| STP1007 | | STS1992 | STS1991 | 32 | 2.1 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 9,370 |
| STP1008 | | STS1995 | STS1994 | 16 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 3,685 |
| STP1009 | | STS1994 | STS1993 | 15.8 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 3,639 |
| STP1010 | | STS1993 | STS1992 | 15.5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 3,570 |
| STP1011 | | STS1991 | STS2013 | 63.1 | 2.1 | CON | RND | 675 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 27,604 |
| STP1012 | | STS2001 | STS1878 | 32.9 | 2.1 | CON | RND | 600 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 11,803 |
| STP1013 | | STS2002 | STS2001 | 28.3 | 2.1 | CON | RND | 600 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 10,153 |
| STP1014 | | STS2003 | STS2002 | 88.3 | 2.1 | CON | RND | 600 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 31,679 |
| STP1015 | | STS2004 | STS2003 | 93.2 | 2.1 | CON | RND | 525 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 29,770 |
| STP1016 | | STS2005 | STS2004 | 83.4 | 2.1 | CON | RND | 375 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 23,744 |
| STP1017 | | STS2006 | STS2007 | 76.1 | 2.1 | CON | RND | 375 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 21,665 |
| STP1018 | | STS2007 | STS2008 | 61.9 | 2.1 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 18,124 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1019 | | STS2008 | STS2009 | 63.4 | 2.1 | CON | RND | 525 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 20,251 |
| STP1020 | | STS2010 | STS2009 | 32.9 | 2.1 | CON | RND | 375 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 9,367 |
| STP1021 | | STS2011 | STS2010 | 56 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 12,897 |
| STP1022 | | STS2009 | STS1988 | 99.2 | 2.1 | CON | RND | 600 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 35,589 |
| STP1023 | | STS2014 | STS1986 | 86.2 | 2.1 | CON | RND | 675 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 37,709 |
| STP1024 | | STS0329 | STP1021 | 6.3 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,451 |
| STP1025 | | STS0328 | STP1021 | 2.9 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 668 |
| STP1026 | | STS0327 | STP1020 | 20.4 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 4,698 |
| STP1027 | | STS0326 | STP1019 | 1.5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 345 |
| STP1028 | | STS0324 | STP1019 | 7.7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,773 |
| STP1029 | | STS0322 | STP1018 | 2.9 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 668 |
| STP1030 | | STS0321 | STP1018 | 6.1 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,405 |
| STP1031 | | STS0319 | STP1017 | 6.8 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,566 |
| STP1032 | | STS1659 | STP1017 | 3.5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 806 |
| STP1033 | | STS0320 | STP1017 | 6.9 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,589 |
| STP1034 | | STS0318 | STP1016 | 2.7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 622 |
| STP1035 | | STS0314 | STP1015 | 6.5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,497 |
| STP1036 | | STS0317 | STP1015 | 2.6 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 599 |
| STP1037 | | STS0313 | STP1015 | 2.7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 622 |
| STP1038 | | STS0312 | STP1014 | 6.5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,497 |
| STP1039 | | STS0311 | STP1014 | 2.3 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 530 |
| STP1040 | | STS0249 | STP1012 | 2.4 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 553 |
| STP1041 | | STS0248 | STP1012 | 6.5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,497 |
| STP1047 | | STS0250 | STP0988 | 0.6 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 138 |
| STP1048 | | STS0251 | STP0989 | 0.8 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 184 |
| STP1049 | | STS0252 | STP0989 | 8.4 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,935 |
| STP1050 | | STS0253 | STP0989 | 1.9 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 438 |
| STP1051 | | STS0254 | STP0990 | 7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,612 |
| STP1052 | | STS0255 | STP0990 | 0.9 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 207 |
| STP1053 | | STS0256 | STP0990 | 7.8 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,796 |
| STP1054 | | STS0261 | STP0998 | 6.4 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,474 |
| STP1055 | | STS0262 | STS1987 | 2.6 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 599 |
| STP1056 | | STS0260 | STP0997 | 7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,612 |
| STP1057 | | STS0259 | STP0997 | 2 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 461 |
| STP1058 | | STS0257 | STS0258 | 8.9 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 2,050 |
| STP1059 | | STS0278 | STP1011 | 6.3 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,451 |
| STP1060 | | STS0276 | STP1011 | 2.5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 576 |
| STP1061 | | STS0274 | STS1994 | 5.7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,313 |
| STP1062 | | STS0271 | STP1007 | 8.1 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,865 |
| STP1063 | | STS0272 | STP1007 | 0.8 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 184 |
| STP1064 | | STS0269 | STP1003 | 6.3 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,451 |
| STP1065 | | STS0270 | STP1003 | 2.5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 576 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1066 | | STS0267 | STP1002 | 6.5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,497 |
| STP1067 | | STS0268 | STP1002 | 2.7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 622 |
| STP1068 | | STS0263 | STS1985 | 7.4 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,704 |
| STP1069 | | STS0264 | STS1985 | 4.4 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,013 |
| STP1070 | | STS0266 | STP1002 | 2.7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 622 |
| STP1071 | | STS0265 | STP1001 | 6.5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,497 |
| STP1558 | | STS2153 | STS2154 | 8.2 | 2.5 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 2,454 |
| STP1560 | | STS2155 | STS2156 | 7.9 | 2.5 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 2,364 |
| STP1562 | | STS2158 | STS2159 | 7.9 | 2.5 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 2,364 |
| STP1563 | | STS1035 | STS2158 | 27.3 | 2.5 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 8,169 |
| STP1564 | | STS2158 | STS2155 | 98.6 | 2.5 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 29,503 |
| STP1565 | | STS2155 | STS2153 | 99.2 | 2.5 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 37,737 |
| STP1566 | | STS2153 | STS1047 | 28.6 | 2.5 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 10,880 |
| STP1569 | | STS1053 | STS1052 | 8.6 | 2.5 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 4,581 |
| STP1570 | | STS1052 | STS1054 | 13.6 | 2.5 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 7,244 |
| STP1571 | | STS2161 | STS2160 | 7.9 | 2.5 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 2,364 |
| STP1572 | | STS1047 | STS2160 | 67.3 | 2.5 | CON | RND | 600 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 31,370 |
| STP1573 | | STS2160 | STS1054 | 65.1 | 2.5 | CON | RND | 600 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 50,607 |
| STP1574 | | STS1054 | OF0016 | 48.1 | 2.5 | CON | RND | 600 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 37,391 |
| STP1665 | | STS0423 | STS0422 | 10.3 | 2.5 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 3,082 |
| STP1666 | | STS0422 | STS2190 | 13.8 | 1.8 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 3,880 |
| STP1667 | | STS2191 | STS2192 | 6.5 | 2.5 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,945 |
| STP1668 | | STS2193 | STS2194 | 8.9 | 2.5 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 2,663 |
| STP1669 | | STS2194 | STS2190 | 21.2 | 2.5 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 6,343 |
| STP1670 | | STS2192 | STS2190 | 10.9 | 2.5 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 3,261 |
| STP1671 | | STS2190 | STS1392 | 100.5 | 3 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 38,232 |
| STP1672 | | STS1393 | STS1392 | 8.7 | 2.5 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 3,310 |
| STP1673 | | STS1392 | STS1394 | 92.6 | 3.4 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 36,758 |
| STP1674 | | STS1395 | STS1394 | 9 | 2.5 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 3,424 |
| STP1675 | | STS1394 | STS0395 | 51.9 | 3.4 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 20,602 |
| STP1676 | | STS0396 | STS0395 | 9 | 2.5 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 3,424 |
| STP1677 | | STS0395 | STS2195 | 16.9 | 3.4 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 6,709 |
| STP1678 | | STS0394 | STS0393 | 8.9 | 2.5 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 3,386 |
| STP1679 | | STS0393 | STS2195 | 11.6 | 2.5 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 4,413 |
| STP1680 | | STS0392 | STS0391 | 8.6 | 2.5 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 3,272 |
| STP1681 | | STS0391 | STS2195 | 18.4 | 2.5 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 7,000 |
| 345 | HOPE ST S | | | | | | | | 1973 | 43% | 3 | | 0 | based on life cycle | 2048 | 100,967 |
| 435 | SHAW ST | | | | | | | | 1973 | 43% | 3 | | 0 | based on life cycle | 2048 | 37,456 |
| STP0805 | | STS1600 | STP0807 | 2.6 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 599 |
| STP0806 | | STS1599 | STP0807 | 6.5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,497 |
| STP0807 | | STS1939 | STS1940 | 58.6 | 2.1 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 17,158 |
| STP1095 | | STS2041 | STS2040 | 33.4 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 7,692 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1096 | | STS2040 | STS2042 | 96.3 | 2.1 | CON | RND | 525 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 30,760 |
| STP1097 | | STS2042 | STS2044 | 42.9 | 2.1 | CON | RND | 675 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 18,767 |
| STP1098 | | STS2032 | STS2033 | 60.7 | 2.1 | CON | RND | 375 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 17,281 |
| STP1099 | | STS2033 | STS2034 | 61.7 | 2.1 | CON | RND | 375 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 17,566 |
| STP1100 | | STS2034 | STS2035 | 25.1 | 2.1 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 7,349 |
| STP1101 | | STS2035 | STS1940 | 61.1 | 2.1 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 17,890 |
| STP1102 | | STS1940 | STS2043 | 72.6 | 2.1 | CON | RND | 600 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 26,046 |
| STP1103 | | STS2043 | STS2042 | 74.2 | 2.1 | CON | RND | 600 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 26,620 |
| STP1104 | | STS2036 | STS2037 | 34.2 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 7,876 |
| STP1105 | | STS2037 | STS2038 | 31.7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 7,301 |
| STP1106 | | STS2038 | STS2039 | 72.1 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 16,605 |
| STP1107 | | STS2039 | STS2040 | 52 | 2.1 | CON | RND | 450 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 15,226 |
| STP1108 | | STS2044 | STS2045 | 39.6 | 2.1 | CON | RND | 675 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 17,323 |
| STP1109 | | STS2045 | STS2046 | 40.9 | 2.1 | CON | RND | 675 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 17,892 |
| STP1110 | | STS2047 | STS2046 | 82.4 | 2.1 | CON | RND | 375 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 23,459 |
| STP1111 | | STS2046 | STS2048 | 98.4 | 2.1 | CON | RND | 675 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 43,046 |
| STP1112 | | STS2048 | STS2020 | 85.2 | 2.1 | CON | RND | 675 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 37,272 |
| STP1113 | | STS2020 | STS2021 | 26.4 | 2.1 | CON | RND | 675 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 11,549 |
| STP1114 | | STS2019 | STS2021 | 53.7 | 2.1 | CON | RND | 525 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 17,153 |
| STP1117 | | STS2031 | STS2030 | 66.8 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 15,384 |
| STP1118 | | STS2030 | STS2028 | 57.7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 13,289 |
| STP1120 | | STS2028 | STS2027 | 58 | 2.1 | CON | RND | 525 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 18,526 |
| STP1121 | | STS2027 | STS2026 | 53.1 | 2.1 | CON | RND | 525 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 16,961 |
| STP1122 | | STS2026 | STS2025 | 39.7 | 2.1 | CON | RND | 525 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 12,681 |
| STP1123 | | STS2025 | STS2023 | 27.8 | 2.1 | CON | RND | 525 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 8,880 |
| STP1124 | | STS2024 | STS2023 | 59.8 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 13,772 |
| STP1125 | | STS2023 | STS2022 | 45.8 | 2.1 | CON | RND | 525 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 14,629 |
| STP1127 | | STS2021 | STS2049 | 66.3 | 2.1 | CON | RND | 975 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 46,268 |
| STP1128 | | STS2049 | | 66.1 | 2.1 | CON | RND | 975 | 1973 | 43% | 3 | 4 | 12 | 2020 to 2024 | 2048 | 46,128 |
| STP1129 | | STS0574 | STP1111 | 7.9 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,819 |
| STP1130 | | STS0577 | STP1112 | 5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,152 |
| STP1131 | | STS0573 | STP1111 | 6.3 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,451 |
| STP1132 | | STS0569 | STP1110 | 6.2 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,428 |
| STP1133 | | STS0570 | STP1110 | 2.9 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 668 |
| STP1134 | | STS0571 | STS2047 | 8.4 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,935 |
| STP1135 | | STS0568 | STP1109 | 3 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 691 |
| STP1136 | | STS0567 | STP1109 | 6.5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,497 |
| STP1137 | | STS0565 | STP1103 | 7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,612 |
| STP1138 | | STS0566 | STP1103 | 3.1 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 714 |
| STP1139 | | STS1673 | STP1096 | 2.7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 622 |
| STP1140 | | STS1672 | STP1096 | 6.2 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,428 |
| STP1141 | | STS1671 | STP1095 | 2.8 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 645 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1142 | | STS0562 | STP1095 | 6.3 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,451 |
| STP1143 | | STS0560 | STP1107 | 5.8 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,336 |
| STP1144 | | STS0561 | STP1107 | 3.1 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 714 |
| STP1145 | | STS0559 | STP1106 | 5.9 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,359 |
| STP1146 | | STS0558 | STP1106 | 2.5 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 576 |
| STP1151 | | STS1667 | STP1124 | 5.7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,313 |
| STP1152 | | STS1666 | STP1124 | 3.2 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 737 |
| STP1153 | | STS0541 | STP1123 | 6.9 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,589 |
| STP1154 | | STS0542 | STP1122 | 2.2 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 507 |
| STP1155 | | STS0557 | STP1104 | 2.7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 622 |
| STP1156 | | STS1670 | STP1104 | 6.2 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,428 |
| STP1157 | | STS1669 | STP1102 | 6.3 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,451 |
| STP1158 | | STS0556 | STP1102 | 2.6 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 599 |
| STP1159 | | STS1668 | STP1101 | 3.3 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 760 |
| STP1160 | | STS0555 | STP1101 | 5.8 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,336 |
| STP1161 | | STS0554 | STP1099 | 2.6 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 599 |
| STP1162 | | STS0553 | STP1099 | 6.4 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,474 |
| STP1163 | | STS0552 | STP1098 | 5.8 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,336 |
| STP1164 | | STS0551 | STP1098 | 3.2 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 737 |
| STP1165 | | STS0550 | STP1117 | 2.9 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 668 |
| STP1166 | | STS0549 | STP1117 | 6.1 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,405 |
| STP1167 | | STS0548 | STP1118 | 2.7 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 622 |
| STP1168 | | STS0547 | STP1118 | 6.1 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,405 |
| STP1171 | | STS0544 | STP1120 | 3 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 691 |
| STP1172 | | STS0543 | STP1121 | 8.1 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,865 |
| 3110 | CENTENNIAL DR | | | | | | | | 1973 | 43% | 3 | | 0 | based on life cycle | 2048 | 96,298 |
| 3115 | CENTENNIAL DR | | | | | | | | 1973 | 43% | 3 | | 0 | based on life cycle | 2048 | 48,407 |
| 3120 | CENTENNIAL DR | | | | | | | | 1973 | 43% | 3 | | 0 | based on life cycle | 2048 | 124,172 |
| STP1119 | | STS2029 | STS2028 | 52.8 | 2.1 | CON | RND | 525 | 1973 | 43% | 3 | 3 | 9 | based on life cycle | 2048 | 16,865 |
| STP1169 | | STS0545 | STP1119 | 5.8 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 1,336 |
| STP1170 | | STS0546 | STP1119 | 3.1 | 2.1 | CON | RND | 300 | 1973 | 43% | 3 | 2 | 6 | based on life cycle | 2048 | 714 |
| 1515 | CAVAN ST | | | | | | | | 1974 | 44% | 3 | | 0 | based on life cycle | 2049 | 43,131 |
| STP0684 | | STS1022 | STS1021 | 9.1 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 2,723 |
| STP0685 | | STS1021 | STS1023 | 91.3 | 2 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 25,671 |
| STP0686 | | STS1023 | STS1025 | 91.6 | 2.1 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 27,408 |
| STP0687 | | STS1024 | STS1023 | 7.8 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 2,334 |
| STP0688 | | STS1026 | STS1025 | 7.9 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 2,364 |
| STP0689 | | STS1025 | STS1027 | 107.3 | 1.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 30,170 |
| STP0698 | | STS1034 | STS1033 | 7.9 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 2,364 |
| STP0699 | | STS1032 | STS1031 | 7.9 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 2,364 |
| STP0700 | | STS1029 | STS1030 | 7.8 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 2,334 |
| STP0701 | | STS1028 | STS1027 | 7.8 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 2,334 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0702 | | STS1027 | STS1030 | 92.8 | 1.8 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 26,093 |
| STP0703 | | STS1030 | STS1031 | 90.4 | 2 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 25,418 |
| STP0704 | | STS1031 | STS1033 | 90 | 2.3 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 26,930 |
| STP0758 | | STS0918 | STS0919 | 8.9 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 2,663 |
| STP0759 | | STS0919 | STS0922 | 47.1 | 2.5 | CON | RND | 525 | 1975 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 19,546 |
| STP0760 | | STS0920 | STS0922 | 9.4 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 2,813 |
| STP0761 | | STS0922 | STS0927 | 60.3 | 2.5 | CON | RND | 525 | 1975 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 25,024 |
| STP0762 | | STS0924 | STS0927 | 8.9 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 2,663 |
| STP0763 | | STS0928 | STS0930 | 14.6 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 4,369 |
| STP0764 | | STS0932 | STS0934 | 12.1 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 3,621 |
| STP0765 | | STS0937 | STS0939 | 12.2 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 3,650 |
| STP0767 | | STS0943 | STS0945 | 12.2 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 3,650 |
| STP0768 | | STS1582 | STS0941 | 11.4 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 3,411 |
| STP0769 | | STS0927 | STS0930 | 49.1 | 2.5 | CON | RND | 525 | 1975 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 20,376 |
| STP0770 | | STS0930 | STS0934 | 66.2 | 2.5 | CON | RND | 525 | 1975 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 27,473 |
| STP0771 | | STS0934 | STS0939 | 67.5 | 2.5 | CON | RND | 525 | 1975 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 28,012 |
| STP0772 | | STS0939 | STS0941 | 57.3 | 2.5 | CON | RND | 525 | 1975 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 23,779 |
| STP0773 | | STS0941 | STS0945 | 62.9 | 2.5 | CON | RND | 525 | 1975 | 45% | 3 | 3 | 9 | based on life cycle | 2050 | 26,103 |
| STP1234 | | STS1227 | STS1226 | 74.9 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 22,411 |
| STP1235 | | STS1225 | STS1226 | 11.2 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 3,351 |
| STP1684 | | STS2112 | STS2196 | 28.8 | 1.4 | CON | RND | 375 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 9,527 |
| STP1685 | | STS0870 | STP1684 | 7.7 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 2,304 |
| STP1686 | | STS0871 | STP1684 | 9.4 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 2,813 |
| STP1687 | | STS1020 | STS2196 | 2.1 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 628 |
| STP1688 | | STS1019 | STS2196 | 6.8 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 2,035 |
| STP1849 | | STS0465 | STS0466 | 7.4 | 2.5 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 2,214 |
| STP1850 | | STS0465 | STS0463 | 104.5 | 1.8 | CON | RND | 300 | 1975 | 45% | 3 | 2 | 6 | based on life cycle | 2050 | 29,383 |
| 630 | ELLEN ST | | | | | | | | 1975 | 45% | 3 | | 0 | based on life cycle | 2050 | 88,017 |
| 640 | CAROLINE ST | | | | | | | | 1975 | 45% | 3 | | 0 | based on life cycle | 2050 | 236,851 |
| 1425 | WALTON ST | | | | | | | | 1975 | 45% | 3 | | 0 | based on life cycle | 2050 | 26,800 |
| 1430 | WALTON ST | | | | | | | | 1975 | 45% | 3 | | 0 | based on life cycle | 2050 | 39,818 |
| 1435 | WALTON ST | | | | | | | | 1975 | 45% | 3 | | 0 | based on life cycle | 2050 | 41,441 |
| 1437 | RIDOUT ST | | | | | | | | 1975 | 45% | 3 | | 0 | based on life cycle | 2050 | 40,851 |
| 1440 | RIDOUT ST | | | | | | | | 1975 | 45% | 3 | | 0 | based on life cycle | 2050 | 37,495 |
| 1565 | BROWN DR | | | | | | | | 1975 | 45% | 3 | | 0 | based on life cycle | 2050 | 34,414 |
| 620 | BLOOMSGROVE AV | | | | | | | | 1976 | 47% | 3 | | 0 | based on life cycle | 2051 | 219,620 |
| STP0726 | | STS1427 | STS1931 | 28.4 | 1.5 | CSP | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 7,985 |
| STP0730 | | STS1569 | STS1427 | 8.5 | 1.7 | CSP | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,390 |
| STP1433 | | STS1755 | STS1754 | 9.1 | 1.7 | CSP | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,559 |
| STP1434 | | STS1754 | STS1711 | 32.6 | 1.7 | CSP | RND | 375 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 10,784 |
| STP1435 | | STS1429 | STS1711 | 9 | 1.7 | CSP | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,531 |
| STP1436 | | STS1711 | STS1748 | 47 | 1.7 | CSP | RND | 375 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 15,547 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1437 | | STS1747 | STP1436 | 9.2 | 1.7 | CSP | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,587 |
| STP1438 | | STS1748 | STS1723 | 31.7 | 1.6 | CSP | RND | 375 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 10,486 |
| STP1439 | | STS1723 | STS1710 | 20.9 | 1.6 | CSP | RND | 375 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 6,914 |
| STP1440 | | STS1428 | STS1710 | 7.5 | 1.7 | CSP | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,109 |
| STP1441 | | STS1710 | STS1427 | 48.4 | 1.6 | CSP | RND | 375 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 16,010 |
| STP0324 | | STS0798 | STS0799 | 8.5 | 1.1 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,390 |
| STP0325 | | STS0799 | STS1813 | 11.4 | 4.9 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 3,720 |
| STP0326 | | STS0796 | STS0797 | 8.5 | 1.1 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,390 |
| STP0327 | | STS0797 | STS1813 | 17.2 | 4.5 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 5,612 |
| STP0340 | | STS0813 | STS0814 | 9.6 | 3.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 3,002 |
| STP0342 | | STS0814 | STS1814 | 8.7 | 4.3 | CON | RND | 1050 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 10,923 |
| STP0451 | | STS1857 | STS1852 | 21.7 | 2.6 | CON | RND | 1200 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 17,554 |
| STP0452 | | STS1852 | STS1853 | 73.9 | 5.7 | CON | RND | 1200 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 93,906 |
| STP0453 | | STS1853 | STS1854 | 62.6 | 5.5 | CON | RND | 1200 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 79,547 |
| STP0454 | | STS1854 | STS1855 | 60.4 | 3.9 | CON | RND | 1200 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 53,474 |
| STP0455 | | STS1855 | STS1856 | 84.9 | 3.5 | CON | RND | 1200 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 75,165 |
| STP0456 | | STS1856 | STS1858 | 83.4 | 3.3 | CON | RND | 1200 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 73,837 |
| STP0457 | | STS1529 | STS1853 | 9.3 | 3.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,239 |
| STP0458 | | STS0982 | STS1854 | 18 | 3.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 4,333 |
| STP0459 | | STS1530 | STS1855 | 8.6 | 3.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,070 |
| STP0460 | | STS1531 | STS1856 | 7.8 | 3.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 1,878 |
| STP0783 | | STS1858 | STS1532 | 30.9 | 3 | CON | RND | 1200 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 24,997 |
| STP0784 | | STS1934 | STS1532 | 4.5 | 3.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 1,407 |
| STP0853 | | STS0802 | STS1621 | 10.4 | 1.1 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,924 |
| STP0854 | | STS1621 | STS1948 | 9.8 | 1.1 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,756 |
| STP0855 | | STS1622 | STS1948 | 80.8 | 4.5 | CON | RND | 1050 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 101,445 |
| STP0856 | | STS1623 | STS1622 | 8.1 | 3.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,533 |
| STP0857 | | STS1949 | STS1622 | 69.9 | 3.9 | CON | RND | 1050 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 73,887 |
| STP0858 | | STS0801 | STS0800 | 8.4 | 1.1 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,362 |
| STP0859 | | STS0800 | STS1813 | 61.4 | 5 | CON | RND | 1050 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 77,089 |
| STP0860 | | STS1948 | STS0800 | 58.8 | 4.6 | CON | RND | 1050 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 73,824 |
| STP1186 | | STS1680 | STS1679 | 18.1 | 3.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 5,661 |
| STP1187 | | STS1679 | STS0818 | 9.8 | 3.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 3,065 |
| STP1189 | | STS2051 | STS2050 | 56.8 | 3.7 | CON | RND | 1200 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 65,335 |
| STP1442 | | STS1749 | STS1750 | 7.5 | 1.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,109 |
| STP1443 | | STS1750 | STS1751 | 13.2 | 1.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 3,712 |
| STP1444 | | STS1751 | STS1753 | 90.4 | 1.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 25,418 |
| STP1445 | | STS1752 | STS1753 | 9.9 | 1.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,784 |
| STP1446 | | STS1814 | STS0816 | 86.9 | 4.3 | CON | RND | 1050 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 109,104 |
| STP1447 | | STS0815 | STS0816 | 7.7 | 3.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,408 |
| STP1455 | | STS0878 | STS2114 | 70.9 | 3.1 | CON | RND | 450 | 1977 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 28,144 |
| STP1456 | | STS2114 | STS1760 | 45.6 | 3.1 | CON | RND | 450 | 1977 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 18,101 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1457 | | STS1170 | STS1760 | 9.8 | 3.1 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 3,065 |
| STP1458 | | | STS1760 | 4.5 | 3.1 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 1,407 |
| STP1459 | | STS1760 | STS2115 | 57 | 4.7 | CON | RND | 450 | 1977 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 23,483 |
| STP1460 | | STS1761 | STS2115 | 6.5 | 3.1 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,033 |
| STP1461 | | STS2115 | STS2116 | 90.5 | 3.1 | CON | RND | 450 | 1977 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 35,924 |
| STP1462 | | STS1724 | STS2116 | 4.8 | 3.1 | CON | RND | 450 | 1977 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 1,905 |
| STP1463 | | STS1725 | STS2116 | 5.5 | 3.1 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 1,720 |
| STP1464 | | STS2116 | STS1763 | 63.1 | 2.7 | CON | RND | 600 | 1977 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 29,412 |
| STP1465 | | STS1764 | STS1763 | 11.6 | 3.1 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 3,628 |
| STP1466 | | STS1763 | STS1762 | 61.2 | 2.7 | CON | RND | 600 | 1977 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 28,526 |
| STP1467 | | STS1762 | | 28.3 | 2 | CON | RND | 600 | 1977 | 48% | 3 | 3 | 9 | based on life cycle | 2052 | 10,851 |
| STP1506 | | STS0816 | STS2051 | 60.6 | 4.3 | CON | RND | 1050 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 76,084 |
| STP1507 | | STS0817 | STS2051 | 13.3 | 5.5 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 4,520 |
| STP1508 | | STS0858 | STS0814 | 56.7 | 4.5 | CON | RND | 1050 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 71,188 |
| STP1509 | | STS0858 | STS2130 | 67.6 | 4.6 | CON | RND | 1050 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 84,873 |
| STP1510 | | STS2130 | STS0854 | 22 | 2.7 | CON | RND | 375 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 8,138 |
| STP1511 | | STS0857 | STP1509 | 8.3 | 3.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,596 |
| STP1512 | | STS0856 | STP1509 | 7.5 | 3.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,346 |
| STP1513 | | STS0855 | STP1510 | 9.8 | 3.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 3,065 |
| STP1514 | | STS0860 | STS0859 | 8.3 | 3.7 | CON | RND | 300 | 1977 | 48% | 3 | 2 | 6 | based on life cycle | 2052 | 2,596 |
| STP1515 | | STS2130 | STS0859 | 55.9 | 4.5 | CON | RND | 1050 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 70,183 |
| STP1516 | | STS1813 | STS0859 | 55.2 | 4.5 | CON | RND | 1050 | 1977 | 48% | 3 | 5 | 15 | 2020 to 2024 | 2052 | 69,304 |
| 410 | KING ST | | | | | | | | 1977 | 48% | 3 | | 0 | based on life cycle | 2052 | 108,071 |
| STP1851 | | STS1977 | STS0965 | 67 | 3 | CON | RND | 900 | 1978 | 49% | 3 | 4 | 12 | 2020 to 2024 | 2053 | 59,035 |
| STP1853 | | STS0969 | STS0968 | 8.6 | 2.5 | CON | RND | 300 | 1978 | 49% | 3 | 2 | 6 | based on life cycle | 2053 | 2,573 |
| STP1854 | | STS2273 | STP1857 | 4.1 | 2.5 | CON | RND | 300 | 1978 | 49% | 3 | 2 | 6 | based on life cycle | 2053 | 1,227 |
| STP1857 | | STS0965 | STS0970 | 88.9 | 2.8 | CON | RND | 900 | 1978 | 49% | 3 | 4 | 12 | 2020 to 2024 | 2053 | 78,331 |
| STP1858 | | STS0970 | STS0969 | 1.9 | 2.5 | CON | RND | 300 | 1978 | 49% | 3 | 2 | 6 | based on life cycle | 2053 | 569 |
| STP1859 | | STS0970 | STS0971 | 13.2 | 2.7 | CON | RND | 900 | 1978 | 49% | 3 | 4 | 12 | 2020 to 2024 | 2053 | 11,631 |
| STP1860 | | STS0971 | STS1930 | 93 | 2.7 | CON | RND | 900 | 1978 | 49% | 3 | 4 | 12 | 2020 to 2024 | 2053 | 81,944 |
| STP1861 | | STS2187 | STS2188 | 7.8 | 2.5 | CON | RND | 300 | 1978 | 49% | 3 | 2 | 6 | based on life cycle | 2053 | 2,334 |
| STP1862 | | STS2187 | STS1409 | 47.9 | 1.8 | CON | RND | 900 | 1978 | 49% | 3 | 4 | 12 | 2020 to 2024 | 2053 | 40,477 |
| STP1863 | | STS1409 | STS1633 | 78.9 | 1.2 | CON | RND | 450 | 1978 | 49% | 3 | 3 | 9 | based on life cycle | 2053 | 26,930 |
| STP1864 | | STS1633 | STS1407 | 29.2 | 2.5 | CON | RND | 300 | 1978 | 49% | 3 | 2 | 6 | based on life cycle | 2053 | 8,737 |
| STP1865 | | STS0967 | STP1857 | 4.6 | 2.5 | CON | RND | 300 | 1978 | 49% | 3 | 2 | 6 | based on life cycle | 2053 | 1,376 |
| 1090 | DORSET ST W | | | | | | | | 1978 | 49% | 3 | | 0 | based on life cycle | 2053 | 62,466 |
| STP0277 | | STS1788 | STS1799 | 55.9 | 2.5 | CON | RND | 900 | 1979 | 51% | 3 | 4 | 12 | 2020 to 2024 | 2054 | 49,254 |
| STP0278 | | STS1799 | STS1800 | 48.4 | 2.5 | CON | RND | 900 | 1979 | 51% | 3 | 4 | 12 | 2020 to 2024 | 2054 | 42,646 |
| STP0279 | | STS1286 | STS1799 | 2.2 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 658 |
| STP0280 | | STS1288 | STP0278 | 1 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 299 |
| STP0281 | | STS1800 | STS1787 | 7.6 | 2.5 | CON | RND | 900 | 1979 | 51% | 3 | 4 | 12 | 2020 to 2024 | 2054 | 6,696 |
| STP0282 | | STS1787 | STS1801 | 42.8 | 2.5 | CON | RND | 1050 | 1979 | 51% | 3 | 5 | 15 | 2020 to 2024 | 2054 | 41,444 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0283 | | STS1292 | STS1801 | 3.7 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 1,107 |
| STP0284 | | STS1290 | STP0282 | 3.7 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 1,107 |
| STP0287 | | STS1801 | STS1802 | 54.4 | 2.5 | CON | RND | 1050 | 1979 | 51% | 3 | 5 | 15 | 2020 to 2024 | 2054 | 52,677 |
| STP0294 | | STS1297 | STS1803 | 10.8 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 5,753 |
| STP0298 | | STS1289 | STS1800 | 8.4 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 2,513 |
| STP0299 | | STS1287 | STS1799 | 7.4 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 2,214 |
| STP0300 | | STS1809 | STS1787 | 32.2 | 2.5 | CON | RND | 750 | 1979 | 51% | 3 | 4 | 12 | 2020 to 2024 | 2054 | 22,901 |
| STP0301 | | STS1304 | STS1809 | 5.9 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 1,765 |
| STP0750 | | STS1426 | STS1425 | 14.5 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 7,723 |
| STP0751 | | STS1579 | STS1425 | 13.9 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 7,404 |
| STP0752 | | STS1425 | STS1424 | 50.4 | 2.5 | CON | RND | 375 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 31,388 |
| STP0754 | | STS1423 | STS1581 | 29.5 | 2.5 | CON | RND | 150 | 1979 | 51% | 3 | 1 | 3 | based on life cycle | 2054 | 7,008 |
| STP0755 | | STS1581 | OF0010 | 17 | 2.5 | CON | RND | 150 | 1979 | 51% | 3 | 1 | 3 | based on life cycle | 2054 | 7,346 |
| STP0756 | | STS1421 | OF0012 | 39.6 | 2.5 | CON | RND | 150 | 1979 | 51% | 3 | 1 | 3 | based on life cycle | 2054 | 17,111 |
| STP0757 | | STS1578 | STS1933 | 12.7 | 2.5 | CON | RND | 200 | 1979 | 51% | 3 | 1 | 3 | based on life cycle | 2054 | 3,132 |
| STP0766 | | STS1584 | STS0951 | 12.7 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 3,800 |
| STP0774 | | STS0945 | STS0951 | 50.3 | 2.5 | CON | RND | 525 | 1979 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 20,874 |
| STP0775 | | STS0951 | STS1933 | 38 | 2.5 | CON | RND | 525 | 1979 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 15,770 |
| STP0776 | | STS1585 | STS1299 | 11.9 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 6,339 |
| STP0777 | | STS1299 | OF0006 | 48.9 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 26,047 |
| STP0778 | | STS1933 | STS0952 | 98.9 | 2.5 | CON | RND | 525 | 1979 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 69,902 |
| STP0779 | | STS0952 | STS0953 | 38.6 | 2.5 | CON | RND | 525 | 1979 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 27,282 |
| STP0780 | | STS1586 | STS1587 | 38.5 | 2.5 | CON | RND | 450 | 1979 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 25,131 |
| STP0785 | | STS1419 | STS1418 | 6.5 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 1,945 |
| STP0786 | | STS1418 | STS1417 | 7.1 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 2,124 |
| STP0787 | | STS1417 | STS1416 | 10 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 2,992 |
| STP0788 | | STS1414 | STS1415 | 9.1 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 2,723 |
| STP0789 | | STS1415 | STS1416 | 44.4 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 13,285 |
| STP0790 | | STS1416 | STS1576 | 28.8 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 8,617 |
| STP0791 | | STS1575 | STS1576 | 11.5 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 3,441 |
| STP0792 | | STS1576 | STS1421 | 38 | 2.5 | CON | RND | 375 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 14,056 |
| STP0793 | | STS1423 | STS1421 | 9.7 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 2,902 |
| STP1633 | | STS1809 | STS2184 | 115.4 | 2.5 | CON | RND | 675 | 1979 | 51% | 3 | 4 | 12 | 2020 to 2024 | 2054 | 65,589 |
| STP1634 | | STS2183 | STP1633 | 17.1 | 2.5 | CON | RND | 450 | 1979 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 6,505 |
| STP1635 | | STS1301 | STP1633 | 4.7 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 1,406 |
| STP1636 | | STS1302 | STP1633 | 5.1 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 1,526 |
| STP1637 | | STS1588 | STP1633 | 2.2 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 658 |
| STP1638 | | STS1303 | STP1633 | 1.9 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 569 |
| STP1639 | | STS1305 | STP0300 | 2.8 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 838 |
| STP1640 | | STS2184 | | 46.8 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 14,003 |
| STP1641 | | STS2186 | STP1640 | 3.7 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 1,107 |
| STP1642 | | STS2185 | STP1640 | 7.9 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 2,364 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1643 | | STS1300 | STP1640 | 4.3 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 1,287 |
| STP1644 | | STS2183 | STS0950 | 37.6 | 2.5 | CON | RND | 450 | 1979 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 14,304 |
| STP1645 | | STS0950 | STS0949 | 38.1 | 2.5 | CON | RND | 450 | 1979 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 14,494 |
| STP1646 | | STS0949 | STS0948 | 17.4 | 2.5 | CON | RND | 450 | 1979 | 51% | 3 | 3 | 9 | based on life cycle | 2054 | 6,619 |
| STP1647 | | STS0948 | STS0947 | 16.7 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 4,997 |
| STP1649 | | STS1580 | STP1650 | 11.9 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 6,339 |
| STP1650 | | STP1649 | STS1579 | 14 | 2.5 | CON | RND | 300 | 1979 | 51% | 3 | 2 | 6 | based on life cycle | 2054 | 7,457 |
| STP0794 | | STS1982 | STS1936 | 61.2 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 20,245 |
| STP0796 | | STS1936 | STS1382 | 75.7 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 25,041 |
| STP0798 | | STP0797 | STS1936 | 4.7 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 1,555 |
| STP0799 | | STS0405 | STS1936 | 14.2 | 2 | CON | RND | 300 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 3,993 |
| STP0985 | | STS1381 | STS1982 | 13.7 | 2 | CON | RND | 300 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 3,852 |
| STP1583 | | STS1379 | STS1982 | 75.9 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 25,107 |
| STP1584 | | STS1378 | STS1379 | 32.9 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 10,883 |
| STP1585 | | STS1376 | STS1378 | 38.1 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 12,603 |
| STP1586 | | STS1377 | STS1376 | 14.6 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 4,830 |
| STP1587 | | STS1380 | STS1379 | 13.8 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 4,565 |
| STP1588 | | STS1374 | STS1376 | 67.2 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 22,229 |
| STP1589 | | STS1375 | STS1374 | 14.5 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 4,797 |
| STP1590 | | STS1372 | STS1374 | 65.9 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 21,799 |
| STP1591 | | STS1373 | STS1372 | 14.8 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 4,896 |
| STP1592 | | STS1371 | STS1372 | 63.8 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 21,105 |
| STP1593 | | STS1370 | STS1371 | 14 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 4,631 |
| STP1594 | | STS1368 | STS1371 | 66.5 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 21,998 |
| STP1595 | | STS1369 | STS1368 | 14.1 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 4,664 |
| STP1596 | | STS1366 | STS1368 | 127 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 42,011 |
| STP1597 | | STS1367 | STS1366 | 14 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 4,631 |
| STP1598 | | STS1365 | STS1364 | 13.6 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 4,499 |
| STP1599 | | STS1364 | STS1366 | 65.4 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 21,634 |
| STP1601 | | STS1362 | STS1364 | 64.8 | 2 | CON | RND | 375 | 1980 | 52% | 3 | 2 | 6 | based on life cycle | 2055 | 21,435 |
| STP0900 | | STS1408 | STS1633 | 12.1 | 2.4 | CON | RND | 450 | 1981 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 4,603 |
| STP0901 | | STS1958 | STS1408 | 62.1 | 2.1 | CON | RND | 450 | 1981 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 23,624 |
| STP0902 | | STS1630 | STP0904 | 2.1 | 2.1 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 628 |
| STP0903 | | STS1629 | STP0904 | 2.8 | 2.1 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 838 |
| STP0904 | | STS1959 | STS1958 | 55.8 | 1.8 | CON | RND | 375 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 18,458 |
| STP0905 | | STS1628 | STS1958 | 7.2 | 2.1 | CON | RND | 375 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 2,663 |
| STP0961 | | STS1977 | STS1976 | 8.9 | 2.5 | CON | RND | 900 | 1981 | 53% | 3 | 4 | 12 | 2020 to 2024 | 2056 | 7,842 |
| STP0962 | | STS1976 | OF0007 | 11.1 | 2.5 | CON | RND | 900 | 1981 | 53% | 3 | 4 | 12 | 2020 to 2024 | 2056 | 9,780 |
| STP0963 | | STS1654 | STS0954 | 21.7 | 1.5 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 6,101 |
| STP0964 | | STS0954 | STS1975 | 19.7 | 1.5 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 5,539 |
| STP1611 | | STS1975 | OF0008 | 34.1 | 2.5 | CON | RND | 600 | 1981 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 26,508 |
| STP1619 | | STS0953 | STS2174 | 6.2 | 2.5 | CON | RND | 525 | 1981 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 4,382 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1620 | | STS2174 | STS1587 | 6.7 | 2.5 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 3,569 |
| STP1621 | | STS2174 | OF0009 | 29.7 | 1.5 | CON | RND | 525 | 1981 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 13,964 |
| STP1702 | | STS1319 | STS1318 | 8.1 | 2.5 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 2,424 |
| STP1704 | | STS1319 | STS1320 | 49.2 | 2.5 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 14,722 |
| STP1705 | | STS1321 | STS1320 | 8 | 2.5 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 2,394 |
| STP1706 | | STS1320 | STS1322 | 14.9 | 2.5 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 4,458 |
| STP1707 | | STS1322 | STS1323 | 6.9 | 2.5 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 2,065 |
| STP1708 | | STS1323 | OF0019 | 17.4 | 2.5 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 5,206 |
| STP1709 | | STS1324 | STS1325 | 7.7 | 2.5 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 2,304 |
| STP1710 | | STS1325 | STS1326 | 75 | 2.5 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 22,441 |
| STP1711 | | STS1326 | STS1327 | 7.5 | 2.5 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 2,244 |
| STP1712 | | STS1325 | STS1323 | 82.6 | 2.5 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 24,715 |
| STP1713 | | STS1329 | STS1328 | 7.1 | 2 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 1,996 |
| STP1714 | | STS2198 | STS2199 | 67.8 | 2 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 19,064 |
| STP1715 | | STS1332 | STS2199 | 6.4 | 2 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 1,800 |
| STP1716 | | STS1331 | STP1714 | 0.8 | 2 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 225 |
| STP1717 | | STS1330 | STP1714 | 6 | 2 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 1,687 |
| STP1719 | | STS2199 | STS2200 | 23 | 2 | CON | RND | 450 | 1981 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 7,850 |
| STP1720 | | STS2200 | STS2202 | 91 | 2 | CON | RND | 525 | 1981 | 53% | 3 | 3 | 9 | based on life cycle | 2056 | 33,933 |
| STP1721 | | STS1335 | STP1720 | 0.9 | 2 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 253 |
| STP1722 | | STS1336 | STP1720 | 6.4 | 2 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 1,800 |
| STP1723 | | STS1334 | STP1720 | 2.4 | 2 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 675 |
| STP1724 | | STS1333 | STP1720 | 5.5 | 2 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 1,546 |
| STP1725 | | STS1329 | STP1714 | 23 | 2 | CON | RND | 300 | 1981 | 53% | 3 | 2 | 6 | based on life cycle | 2056 | 6,467 |
| 1650 | BALDWIN ST | | | | | | | | 1981 | 53% | 3 | | 0 | based on life cycle | 2056 | 99,094 |
| 1655 | CHURCH ST | | | | | | | | 1981 | 53% | 3 | | 0 | based on life cycle | 2056 | 50,856 |
| 1780 | TORONTO RD | | | | | | | | 1981 | 53% | 3 | | 0 | based on life cycle | 2056 | 185,929 |
| STP1661 | | STP1660 | OF0011 | 5.9 | 2.5 | CSP | RND | 375 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 3,674 |
| STP0308 | | STS1066 | STS1067 | 8.9 | 1.1 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,502 |
| STP0309 | | STS1067 | STS1069 | 41.3 | 4 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 12,917 |
| STP0310 | | STS1069 | STS1071 | 47.9 | 3.8 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 14,981 |
| STP0311 | | STS1071 | STS1072 | 37.7 | 3.8 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 11,791 |
| STP0312 | | STS1072 | STS1811 | 18.2 | 3.6 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 5,692 |
| STP0313 | | STS1073 | STS1072 | 8.8 | 1.1 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,474 |
| STP0314 | | STS1070 | STS1071 | 8.9 | 1.1 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,502 |
| STP0315 | | STS1068 | STS1069 | 8.8 | 1.1 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,474 |
| STP0316 | | STS2245 | STS2246 | 8.8 | 1.1 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,474 |
| STP0317 | | STS2246 | STS1811 | 22.4 | 3.2 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 7,006 |
| STP0318 | | STS0808 | STS1812 | 16.6 | 1.1 | CON | RND | 375 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 5,491 |
| STP0319 | | STS0807 | STS0808 | 8.5 | 1.1 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,390 |
| STP0320 | | STS0809 | STS0810 | 8.8 | 1.1 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,474 |
| STP0321 | | STS0810 | STS1812 | 17.6 | 3.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 5,504 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0322 | | STS1078 | STS1079 | 8.6 | 1.1 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,418 |
| STP0323 | | STS1079 | STS0810 | 52 | 3.6 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 16,263 |
| STP0328 | | STS0792 | STP0329 | 12.2 | 1.1 | CON | RND | 200 | 1983 | 56% | 3 | 1 | 3 | based on life cycle | 2058 | 2,788 |
| STP0329 | | STS0791 | STS0793 | 18.4 | 1.1 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 5,174 |
| STP0330 | | STS0793 | STS0794 | 50.4 | 3.4 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 15,763 |
| STP0331 | | STS0795 | STS0794 | 8.7 | 1.1 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,446 |
| STP0332 | | STS0794 | STS0797 | 49.5 | 3.7 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 15,481 |
| STP0333 | | STS0850 | STS0849 | 9.2 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,753 |
| STP0334 | | STS0849 | STS0847 | 8.4 | 4 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,627 |
| STP0336 | | STS0825 | STS0826 | 9 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,693 |
| STP0337 | | STS0826 | STS0823 | 12.1 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 3,621 |
| STP0338 | | STS1081 | STS0826 | 61.3 | 3 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 18,342 |
| STP0339 | | STS1811 | STS1081 | 69 | 3.1 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 21,580 |
| STP0341 | | STS0811 | STS0812 | 8.3 | 1.1 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,334 |
| STP0343 | | STS0812 | STS1814 | 20.2 | 1.1 | CON | RND | 450 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 6,895 |
| STP0344 | | STS1812 | STS1507 | 54.5 | 2.4 | CON | RND | 375 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 20,159 |
| STP0345 | | STS1507 | STS0812 | 39.9 | 2.5 | CON | RND | 375 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 14,759 |
| STP0449 | | STS0981 | STS1851 | 9.9 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,280 |
| STP0450 | | STS1851 | STS1852 | 11.1 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,556 |
| STP0828 | | STS0749 | STS1944 | 49 | 1.5 | CON | RND | 975 | 1983 | 56% | 3 | 4 | 12 | 2020 to 2024 | 2058 | 42,659 |
| STP0829 | | STS1943 | STS0749 | 41.3 | 2.5 | CON | RND | 975 | 1983 | 56% | 3 | 4 | 12 | 2020 to 2024 | 2058 | 37,446 |
| STP0841 | | STS1612 | STS1943 | 15.4 | 2.5 | CON | RND | 375 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 5,696 |
| STP1173 | | STS1677 | STP1175 | 6.8 | 2.5 | CON | RND | 100 | 1983 | 56% | 3 | 1 | 3 | based on life cycle | 2058 | 1,554 |
| STP1174 | | STS1678 | STP1175 | 7.1 | 2.5 | CON | RND | 200 | 1983 | 56% | 3 | 1 | 3 | based on life cycle | 2058 | 1,751 |
| STP1175 | | STS0820 | STS0818 | 96.7 | 2.5 | CON | RND | 750 | 1983 | 56% | 3 | 4 | 12 | 2020 to 2024 | 2058 | 68,774 |
| STP1176 | | STS0819 | STS0820 | 9.9 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,962 |
| STP1177 | | STS1675 | STP1179 | 7.7 | 2.5 | CON | RND | 250 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 1,968 |
| STP1178 | | STS1676 | STP1179 | 7.8 | 2.5 | CON | RND | 200 | 1983 | 56% | 3 | 1 | 3 | based on life cycle | 2058 | 1,923 |
| STP1179 | | STS0822 | STS0820 | 84.2 | 2.5 | CON | RND | 675 | 1983 | 56% | 3 | 4 | 12 | 2020 to 2024 | 2058 | 47,856 |
| STP1180 | | STS0821 | STS0822 | 9.6 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,872 |
| STP1181 | | STS1674 | STP1182 | 7.6 | 2.5 | CON | RND | 200 | 1983 | 56% | 3 | 1 | 3 | based on life cycle | 2058 | 1,874 |
| STP1182 | | STS0823 | STS0822 | 102.6 | 2.5 | CON | RND | 675 | 1983 | 56% | 3 | 4 | 12 | 2020 to 2024 | 2058 | 58,314 |
| STP1184 | | STS0827 | STS0823 | 25.3 | 2.5 | CON | RND | 525 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 10,499 |
| STP1188 | | STS0818 | STS2050 | 12.6 | 2.5 | CON | RND | 750 | 1983 | 56% | 3 | 4 | 12 | 2020 to 2024 | 2058 | 8,961 |
| STP1190 | | STS2050 | STS1857 | 66.6 | 5 | CON | RND | 1200 | 1983 | 56% | 3 | 5 | 15 | 2020 to 2024 | 2058 | 91,028 |
| STP1191 | | STS0983 | STS0984 | 11.1 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 3,321 |
| STP1192 | | STS0984 | STS1857 | 47 | 2.5 | CON | RND | 450 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 17,879 |
| STP1193 | | STS1682 | STS2052 | 7.6 | 2.5 | CON | RND | 450 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,891 |
| STP1194 | | STS2052 | STS2053 | 40 | 2.5 | CON | RND | 450 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 15,217 |
| STP1195 | | STS2053 | STS0984 | 7.3 | 2.5 | CON | RND | 450 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 2,777 |
| STP1196 | | STS1681 | STP1194 | 5.4 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 1,616 |
| STP1197 | | STS0985 | STS0986 | 9.9 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,962 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1198 | | STS0986 | STS0988 | 103.5 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 30,969 |
| STP1199 | | STS0987 | STS0988 | 16.2 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 4,847 |
| STP1200 | | STS0988 | STS2054 | 8.4 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,513 |
| STP1201 | | STS2054 | STS0892 | 17.6 | 2.5 | CON | RND | 450 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 6,695 |
| STP1202 | | STS2055 | STS2054 | 25.1 | 2.5 | CON | RND | 450 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 9,548 |
| STP1203 | | STS0892 | STS1683 | 57.4 | 2.5 | CON | RND | 450 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 21,836 |
| STP1204 | | STS1684 | STS1683 | 6.5 | 2.5 | CON | RND | 375 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,404 |
| STP1205 | | STS1686 | STS2056 | 17.3 | 2.5 | CON | RND | 375 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 6,399 |
| STP1206 | | STS1683 | STS2056 | 12.8 | 2.5 | CON | RND | 525 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 5,312 |
| STP1207 | | STS1685 | STS2056 | 10.2 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 3,052 |
| STP1208 | | STS2056 | STS0893 | 70.3 | 2.5 | CON | RND | 525 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 29,174 |
| STP1209 | | STS0893 | STS2058 | 15.3 | 2.5 | CON | RND | 525 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 6,349 |
| STP1210 | | STS1687 | STS2057 | 7.9 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,364 |
| STP1211 | | STS1688 | STS2057 | 4.3 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 1,287 |
| STP1212 | | STS2057 | STS2058 | 10.7 | 2.5 | CON | RND | 375 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 3,958 |
| STP1213 | | STS2058 | STS0894 | 25 | 2.5 | CON | RND | 600 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 11,653 |
| STP1214 | | STS0895 | STS0894 | 9.9 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,962 |
| STP1215 | | STS0894 | STS0896 | 70 | 2.5 | CON | RND | 600 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 32,628 |
| STP1216 | | STS0896 | STS2059 | 21 | 2.5 | CON | RND | 600 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 9,788 |
| STP1217 | | STS1012 | STS0896 | 22.6 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 6,762 |
| STP1218 | | STS0898 | STS0897 | 9.9 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,962 |
| STP1219 | | STS0897 | STS0899 | 66.7 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 19,958 |
| STP1220 | | STS1689 | STS0904 | 8.5 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,543 |
| STP1221 | | STS0904 | STS1690 | 18.4 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 5,506 |
| STP1222 | | STS0903 | STS1690 | 9.7 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 2,902 |
| STP1223 | | STS1690 | STS0899 | 26.9 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 8,049 |
| STP1224 | | STS0899 | STS0900 | 25.1 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 7,510 |
| STP1225 | | STS1691 | STP1224 | 6.4 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 1,915 |
| STP1226 | | STS0885 | STS2060 | 4.8 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 1,436 |
| STP1227 | | STS1692 | STS0885 | 4.7 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 1,406 |
| STP1228 | | STS2060 | STS2061 | 27.5 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 8,228 |
| STP1229 | | STS2061 | | 17.1 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 5,117 |
| STP1230 | | STS0902 | STS2061 | 1.3 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 389 |
| STP1231 | | STS0901 | STP1232 | 12.5 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 3,740 |
| STP1232 | | STS0900 | STS0902 | 52.8 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 15,799 |
| STP1233 | | STS0886 | STS1227 | 18.2 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 5,446 |
| STP1236 | | STS0887 | STS0886 | 18.2 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 5,446 |
| STP1413 | | STS2110 | STS2052 | 26.2 | 2.5 | CON | RND | 450 | 1983 | 56% | 3 | 3 | 9 | based on life cycle | 2058 | 9,967 |
| STP1582 | | STS2060 | STS0886 | 60.4 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 18,073 |
| STP1660 | | STS1424 | STP1661 | 12.9 | 2.5 | CON | RND | 300 | 1983 | 56% | 3 | 2 | 6 | based on life cycle | 2058 | 6,871 |
| STP0846 | | STS0790 | STS0788 | 8.5 | 1.7 | CON | RND | 300 | 1985 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 2,390 |
| STP0847 | | STS1619 | STS0788 | 3.9 | 1.7 | CON | RND | 300 | 1985 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 1,097 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0848 | | STS0788 | STS1620 | 16.7 | 1.7 | CON | RND | 300 | 1985 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 4,696 |
| STP0849 | | STS1620 | STS0787 | 58.5 | 1.7 | CON | RND | 300 | 1985 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 16,449 |
| STP0850 | | STS0786 | STS0787 | 8.4 | 1.7 | CON | RND | 300 | 1985 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 2,362 |
| STP0851 | | STS0787 | STS0785 | 65.1 | 1.7 | CON | RND | 300 | 1985 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 18,304 |
| STP0852 | | STS0783 | STS0785 | 8.2 | 1.7 | CON | RND | 300 | 1985 | 59% | 3 | 2 | 6 | based on life cycle | 2060 | 2,306 |
| 1995 | SCRIVEN BLVD | | | | | | | | 1985 | 59% | 3 | | 0 | based on life cycle | 2060 | 158,713 |
| STP0435 | | STS1096 | STS1968 | 9.1 | 2.5 | CON | RND | 250 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,326 |
| STP0436 | | STS1098 | STS1847 | 7.6 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,274 |
| STP0437 | | STS1099 | STS1847 | 11.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 3,561 |
| STP0568 | | STS1553 | STS0474 | 55.7 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 16,666 |
| STP0569 | | STS0473 | STS0474 | 8.4 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,513 |
| STP0570 | | STS0474 | STS0476 | 33.5 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 10,024 |
| STP0571 | | STS0476 | STS0475 | 8.2 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,454 |
| STP0747 | | STS1340 | STS1341 | 13.9 | 1.8 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 5,330 |
| STP0748 | | STS1341 | STS1932 | 4 | 2.5 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 1,864 |
| STP0749 | | STS1932 | OF0022 | 64 | 2.5 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 29,832 |
| STP0820 | | STS1605 | STS1088 | 129.1 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 38,629 |
| STP0821 | | STS1088 | STS1548 | 69.8 | 3.5 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 33,795 |
| STP0822 | | STS0479 | STS0478 | 8.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,663 |
| STP0823 | | STS1942 | STS1606 | 32.8 | 2.5 | CON | RND | 100 | 1987 | 61% | 2 | 1 | 2 | based on life cycle | 2062 | 7,496 |
| STP0824 | | STS1089 | STS1606 | 59.5 | 2.8 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 27,734 |
| STP0825 | | STS1606 | STS1088 | 30.1 | 2.8 | CON | RND | 100 | 1987 | 61% | 2 | 1 | 2 | based on life cycle | 2062 | 6,879 |
| STP0826 | | STS1552 | | 6.3 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,885 |
| STP0861 | | STS0478 | STS0481 | 55.8 | 3 | CON | RND | 450 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 41,489 |
| STP0862 | | STS0480 | STS0481 | 9.6 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 5,113 |
| STP0863 | | STS0482 | STS0480 | 7 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 3,729 |
| STP0930 | | STS1644 | STS1099 | 7.2 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,154 |
| STP0931 | | STS1966 | STS1097 | 21.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 6,553 |
| STP0932 | | STS1847 | STS1966 | 23 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 6,882 |
| STP0933 | | STS1645 | STS1966 | 7.2 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,154 |
| STP0934 | | STS1970 | STS0478 | 55.8 | 3 | CON | RND | 450 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 21,227 |
| STP0935 | | STS1548 | STS1970 | 11.8 | 3 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 3,531 |
| STP0936 | | STS0477 | STS1970 | 9.2 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,753 |
| STP0937 | | STS1969 | STS1970 | 62.8 | 2.5 | CON | RND | 450 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 23,890 |
| STP0938 | | STS1095 | STS1969 | 9.1 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,723 |
| STP0939 | | STS1967 | STS1969 | 78.3 | 2.5 | CON | RND | 450 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 29,786 |
| STP0940 | | STS1092 | STS1093 | 9.4 | 2.5 | CON | RND | 200 | 1987 | 61% | 2 | 1 | 2 | based on life cycle | 2062 | 2,318 |
| STP0941 | | STS1093 | STS1967 | 13.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 4,159 |
| STP0942 | | STS1094 | STS1967 | 9.3 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,783 |
| STP0943 | | STS1968 | STS1967 | 78.7 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 23,548 |
| STP0944 | | STS1097 | STS1968 | 52.8 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 15,799 |
| STP0945 | | STS1102 | STP0944 | 7 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,095 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0946 | | STS1547 | STP0944 | 6.5 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,945 |
| STP1279 | | STS1468 | STP1282 | 6.5 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,945 |
| STP1280 | | STS1359 | STS1358 | 13.7 | 1.8 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 3,852 |
| STP1281 | | STS1361 | STP1283 | 14 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 4,189 |
| STP1282 | | STS1360 | STS1358 | 30.6 | 1.8 | CON | RND | 375 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 10,122 |
| STP1283 | | STS1362 | STS1360 | 84.8 | 2 | CON | RND | 375 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 28,051 |
| STP1284 | | STS1363 | STS1362 | 13.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 4,159 |
| STP1285 | | STS1705 | STP1292 | 6.9 | 1.8 | CON | RND | 450 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 2,355 |
| STP1286 | | STS1358 | STS1356 | 70.1 | 1.8 | CON | RND | 375 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 23,189 |
| STP1287 | | STS1357 | STS1356 | 13.6 | 1.8 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 3,824 |
| STP1288 | | STS1356 | STS1354 | 70.7 | 1.8 | CON | RND | 375 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 23,387 |
| STP1289 | | STS1355 | STS1354 | 13.7 | 1.8 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 3,852 |
| STP1290 | | STS1354 | STS1352 | 105.9 | 1.8 | CON | RND | 450 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 36,146 |
| STP1291 | | STS1353 | STS1352 | 13.9 | 1.8 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 3,908 |
| STP1292 | | STS1352 | STS1350 | 100.4 | 1.8 | CON | RND | 525 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 37,439 |
| STP1293 | | STS1351 | STS1350 | 13.9 | 1.8 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 3,908 |
| STP1294 | | STS1703 | STS1351 | 7.7 | 1.8 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,165 |
| STP1295 | | STS1704 | STS1350 | 8.2 | 1.8 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,306 |
| STP1296 | | STS1350 | STS1348 | 105.5 | 1.8 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 40,451 |
| STP1297 | | STS1349 | STS1348 | 13.4 | 1.8 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 3,768 |
| STP1298 | | STS1348 | STS1346 | 99.5 | 1.8 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 38,150 |
| STP1299 | | STS1347 | STS1346 | 13.6 | 1.8 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 3,824 |
| STP1300 | | STS1346 | STS1344 | 109.8 | 1.8 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 42,100 |
| STP1301 | | STS1343 | STS1344 | 13.8 | 1.8 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 3,880 |
| STP1302 | | STS1344 | STS1340 | 91 | 1.8 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 34,891 |
| STP1732 | | STS2215 | STP0820 | 78 | 2.5 | CON | RND | 200 | 1987 | 61% | 2 | 1 | 2 | based on life cycle | 2062 | 19,234 |
| STP1733 | | STS2215 | STP0937 | 1.6 | 2.5 | CON | RND | 200 | 1987 | 61% | 2 | 1 | 2 | based on life cycle | 2062 | 395 |
| STP1745 | | STS2219 | STS2220 | 135.2 | 4.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 44,113 |
| STP1746 | | STS2220 | STS2221 | 46.2 | 3.8 | CON | RND | 375 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 17,783 |
| STP1747 | | STS2221 | STS2222 | 107.2 | 2.8 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 49,968 |
| STP1748 | | STS2222 | STS2223 | 83 | 3 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 38,688 |
| STP1749 | | STS1553 | STP1748 | 8.3 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,484 |
| STP1752 | | STS1607 | STS2218 | 21.5 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 6,433 |
| STP1753 | | STS2197 | STP1752 | 6.7 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,005 |
| STP1754 | | STS2218 | STP1745 | 6.1 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,825 |
| STP1755 | | STS2223 | STS1089 | 69 | 2.5 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 32,162 |
| STP1756 | | STS1554 | STP1755 | 7.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,364 |
| STP1775 | | STS2263 | STS0153 | 191.8 | 2 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 73,540 |
| STP1776 | | STS1008 | STS0153 | 2.5 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 748 |
| STP1778 | | STS2259 | STP1780 | 89 | 2.2 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 41,485 |
| STP1780 | | STP1778 | STS2263 | 116 | 2.2 | CON | RND | 675 | 1987 | 61% | 2 | 4 | 8 | based on life cycle | 2062 | 65,930 |
| STP1781 | | STS2259 | STS2260 | 15.8 | 2.2 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 7,365 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1782 | | STS2259 | STS2257 | 105.4 | 2.5 | CON | RND | 675 | 1987 | 61% | 2 | 4 | 8 | based on life cycle | 2062 | 59,906 |
| STP1783 | | STS2261 | STP1782 | 7.4 | 2.2 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,214 |
| STP1784 | | STS2262 | STP1782 | 3.8 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,137 |
| STP1785 | | STS2258 | STP1782 | 7.1 | 2.2 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,124 |
| STP1786 | | STS2257 | STP1788 | 174.2 | 2.5 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 81,198 |
| STP1787 | | STS1010 | STP1786 | 3.4 | 2.2 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,017 |
| STP1788 | | STP1786 | STS2255 | 98.8 | 2.5 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 46,053 |
| STP1789 | | STS2255 | STS2059 | 49.8 | 3 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 23,213 |
| STP1790 | | STS2256 | STP1788 | 5 | 2.2 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,496 |
| STP1791 | | STS1011 | STP1788 | 2 | 2.2 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 598 |
| 3180 | HEWSON DR | | | | | | | | 1987 | 61% | 2 | | 0 | based on life cycle | 2062 | 282,137 |
| STP0461 | | STS1871 | STS1870 | 88.7 | 3.1 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 21,352 |
| STP0462 | | STS1870 | STS1869 | 88 | 3.1 | CON | RND | 375 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 26,072 |
| STP0463 | | STS1869 | STS1866 | 41.9 | 3.1 | CON | RND | 375 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 12,414 |
| STP0464 | | STS1868 | STS1867 | 30.1 | 3.1 | CON | RND | 375 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 8,918 |
| STP0465 | | STS1867 | STS1866 | 37.6 | 3.1 | CON | RND | 375 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 11,140 |
| STP0466 | | STS1866 | STS1865 | 49.1 | 3.1 | CON | RND | 450 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 15,001 |
| STP0467 | | STS1865 | STS1864 | 52.3 | 3.1 | CON | RND | 450 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 15,979 |
| STP0468 | | STS1864 | STS1863 | 40.9 | 2.9 | CON | RND | 525 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 13,064 |
| STP0469 | | STS1862 | STS1861 | 91 | 2.9 | CON | RND | 375 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 25,907 |
| STP0470 | | STS1872 | STS1873 | 81.3 | 2.3 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 18,724 |
| STP0471 | | STS1873 | STS1859 | 84.5 | 2.3 | CON | RND | 375 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 24,057 |
| STP0472 | | STS1859 | STS1860 | 58.1 | 2.3 | CON | RND | 525 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 18,558 |
| STP0473 | | STS1860 | STS1861 | 54 | 2.9 | CON | RND | 525 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 17,248 |
| STP0474 | | STS1861 | STS1863 | 82.9 | 2.9 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 29,742 |
| STP0475 | | STS1863 | STS1874 | 83.2 | 2.9 | CON | RND | 750 | 1987 | 61% | 2 | 4 | 8 | based on life cycle | 2062 | 45,544 |
| STP0476 | | STS1874 | STS1875 | 11.4 | 3 | CON | RND | 750 | 1987 | 61% | 2 | 4 | 8 | based on life cycle | 2062 | 6,240 |
| STP0477 | | STS1875 | STS1876 | 24.5 | 2.5 | CON | RND | 975 | 1987 | 61% | 2 | 4 | 8 | based on life cycle | 2062 | 17,097 |
| STP0478 | | STS1876 | STS1877 | 18.2 | 2.5 | CON | RND | 1200 | 1987 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 14,723 |
| STP0479 | | STS1840 | STS1880 | 114.4 | 2.8 | CON | RND | 450 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 33,496 |
| STP0481 | | STS1892 | STS1893 | 66.9 | 2.5 | CON | RND | 525 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 21,369 |
| STP0482 | | STS1893 | STS1894 | 29.6 | 2.5 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 10,619 |
| STP0483 | | STS1894 | STS1895 | 83.4 | 2.5 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 29,921 |
| STP0484 | | STS1895 | STS1896 | 84.8 | 3 | CON | RND | 675 | 1987 | 61% | 2 | 4 | 8 | based on life cycle | 2062 | 37,097 |
| STP0485 | | STS1896 | STS1897 | 30.5 | 3 | CON | RND | 750 | 1987 | 61% | 2 | 4 | 8 | based on life cycle | 2062 | 16,696 |
| STP0486 | | STS1891 | STS1882 | 46.6 | 2.9 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 10,732 |
| STP0488 | | STS1882 | STS1883 | 23.6 | 4.8 | CON | RND | 525 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,112 |
| STP0489 | | STS1883 | STS1884 | 94.6 | 3.5 | CON | RND | 975 | 1987 | 61% | 2 | 4 | 8 | based on life cycle | 2062 | 72,367 |
| STP0490 | | STS1884 | STS1886 | 16.1 | 3.8 | CON | RND | 975 | 1987 | 61% | 2 | 4 | 8 | based on life cycle | 2062 | 12,316 |
| STP0491 | | STS1887 | STS1885 | 23 | 3.8 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 5,537 |
| STP0492 | | STS1885 | STS1886 | 10.6 | 3.2 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,552 |
| STP0493 | | STS1886 | STS1898 | 66.6 | 3.2 | CON | RND | 975 | 1987 | 61% | 2 | 4 | 8 | based on life cycle | 2062 | 50,948 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0494 | | STS1898 | STS1879 | 58.3 | 3 | CON | RND | 975 | 1987 | 61% | 2 | 4 | 8 | based on life cycle | 2062 | 40,685 |
| STP0495 | | STS1879 | STS1897 | 9.4 | 3.2 | CON | RND | 975 | 1987 | 61% | 2 | 4 | 8 | based on life cycle | 2062 | 7,191 |
| STP0496 | | STS1897 | STS1899 | 49.2 | 3 | CON | RND | 1050 | 1987 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 36,669 |
| STP0497 | | STS1900 | STS1883 | 57.3 | 2.5 | CON | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 20,557 |
| STP0498 | | STS0307 | STP0489 | 7.1 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,635 |
| STP0499 | | STS0308 | STP0489 | 2.2 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 507 |
| STP0500 | | STS0309 | STP0489 | 6.3 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,451 |
| STP0501 | | STS0287 | STP0489 | 2.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 668 |
| STP0502 | | STS0310 | STP0479 | 2.5 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 576 |
| STP0503 | | STS0303 | STP0479 | 6.6 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,520 |
| STP0504 | | STS0302 | STP0479 | 2.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 668 |
| STP0505 | | STS0301 | STP0481 | 6.2 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,428 |
| STP0506 | | STS0300 | STP0481 | 2.5 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 576 |
| STP0507 | | STS0298 | STP0483 | 7 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,612 |
| STP0508 | | STS0299 | STP0483 | 2.2 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 507 |
| STP0509 | | STS0296 | STP0483 | 6.5 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,497 |
| STP0510 | | STS0297 | STP0483 | 2.6 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 599 |
| STP0511 | | STS0294 | STP0484 | 6.6 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,520 |
| STP0512 | | STS0295 | STP0484 | 2.2 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 507 |
| STP0515 | | STS0289 | STP0493 | 1.4 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 322 |
| STP0516 | | STS0288 | STP0493 | 7.3 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,681 |
| STP0520 | | STS1888 | STS1889 | 31.9 | 3.8 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 7,679 |
| STP0521 | | STS1889 | STS1890 | 91.1 | 3 | CON | RND | 375 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 25,936 |
| STP0522 | | STS1890 | STS1875 | 51.1 | 3 | CON | RND | 375 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 14,548 |
| STP0523 | | STS1901 | STS1876 | 12.1 | 3.3 | CON | RND | 1050 | 1987 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 9,844 |
| STP0524 | | STS1899 | STS1901 | 72.6 | 3 | CON | RND | 1050 | 1987 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 54,109 |
| STP0525 | | STS0281 | STP0521 | 6.3 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,451 |
| STP0526 | | STS0282 | STP0521 | 2.6 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 599 |
| STP0527 | | STS0279 | STP0522 | 0.7 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 161 |
| STP0528 | | STS0280 | STP0522 | 8.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,050 |
| STP0529 | | STS0242 | STP0475 | 3.1 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 714 |
| STP0530 | | STS0241 | STP0475 | 6.3 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,451 |
| STP0531 | | STS0230 | STP0474 | 1 | 2.9 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 230 |
| STP0532 | | STS0229 | STP0474 | 8.6 | 2.9 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,981 |
| STP0533 | | STS0231 | STP0468 | 2.5 | 2.9 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 576 |
| STP0534 | | STS0232 | STP0468 | 6.7 | 2.9 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,543 |
| STP0535 | | STS0233 | STP0467 | 7 | 3.1 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,685 |
| STP0536 | | STS0234 | STP0466 | 2.4 | 3.1 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 578 |
| STP0537 | | STS0235 | STP0465 | 2.3 | 3.1 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 554 |
| STP0538 | | STS0236 | STP0465 | 6.5 | 3.1 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,565 |
| STP0539 | | STS0237 | STP0463 | 9.2 | 3.1 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,215 |
| STP0540 | | STS0238 | STP0462 | 2 | 3.1 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 481 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0541 | | STS0239 | STP0462 | 6.9 | 3.1 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,661 |
| STP0542 | | STS0228 | STP0474 | 1.5 | 2.9 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 345 |
| STP0543 | | STS0227 | STP0469 | 2.3 | 2.9 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 530 |
| STP0544 | | STS0226 | STP0469 | 6.8 | 2.9 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,566 |
| STP0545 | | STS0225 | STP0473 | 6.6 | 2.9 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,520 |
| STP0546 | | STS1533 | STP0472 | 4.1 | 2.3 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 944 |
| STP0547 | | STS0224 | STP0471 | 6.5 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,497 |
| STP0548 | | STS0223 | STP0471 | 2.5 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 576 |
| STP0549 | | STS0222 | STP0470 | 6.7 | 2.3 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,543 |
| STP0550 | | STS0221 | STP0470 | 2.4 | 2.3 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 553 |
| STP0551 | | STS0219 | STP0461 | 2.5 | 3.1 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 602 |
| STP0552 | | STS0220 | STP0461 | 6.8 | 3.1 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,637 |
| STP0553 | | STS0240 | STP0462 | 2.2 | 3.1 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 530 |
| STP0554 | | STS1536 | STP0483 | 46.3 | 2.5 | CON | RND | 250 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 9,109 |
| STP0555 | | STS1535 | STP0484 | 54.2 | 2.5 | CON | RND | 250 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 10,663 |
| STP0986 | | STS1877 | STS2012 | 42.4 | 2.5 | CON | RND | 1200 | 1987 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 34,300 |
| STP0987 | | STS2012 | STS1878 | 53.5 | 2.1 | CON | RND | 1200 | 1987 | 61% | 2 | 5 | 10 | 2020 to 2024 | 2062 | 43,279 |
| STP1042 | | STS0243 | STP0478 | 2 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 461 |
| STP1043 | | STS0244 | STP0478 | 7 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,612 |
| STP1044 | | STS0245 | STP0986 | 3.2 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 737 |
| STP1045 | | STS0246 | STP0987 | 4.8 | 2.1 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,105 |
| STP1046 | | STS0247 | STP0987 | 5.4 | 2.1 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,244 |
| STP1622 | | STS2175 | STP0494 | 7.1 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,635 |
| STP1623 | | STS2176 | STP0494 | 1.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 438 |
| STP1624 | | STS2177 | STS1891 | 5.7 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,313 |
| STP1625 | | STS2180 | STS1840 | 17.5 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 4,030 |
| STP1740 | | STS1882 | STS1880 | 108.9 | 3.2 | CON | RND | 375 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 32,264 |
| STP1741 | | STS1534 | STP1740 | 6.6 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,520 |
| STP1742 | | STS0304 | STP1740 | 2.6 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 599 |
| STP1743 | | STS2217 | STS1840 | 12.8 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,948 |
| STP0360 | | STS1824 | STS1823 | 26.4 | 3.5 | CSP | RND | 450 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 8,066 |
| STP0361 | | STS1823 | STS1822 | 53.8 | 3 | CSP | RND | 450 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 15,753 |
| STP0362 | | STS1822 | STS1821 | 56.5 | 3 | CSP | RND | 450 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 16,543 |
| STP0364 | | STS1821 | STS1820 | 32.9 | 2.9 | CSP | RND | 450 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 9,633 |
| STP0365 | | STS1820 | STS1819 | 33.3 | 3 | CSP | RND | 450 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 9,750 |
| STP0366 | | STS1819 | STS1818 | 71.6 | 2.4 | CSP | RND | 500 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 21,793 |
| STP0367 | | STS1818 | STS1817 | 29.6 | 2.7 | CSP | RND | 500 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 16,376 |
| STP0368 | | STS1817 | STS1816 | 49.9 | 2.7 | CSP | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 35,089 |
| STP0369 | | STS1816 | STS1815 | 35.3 | 2.1 | CSP | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 21,440 |
| STP0399 | | STS0627 | STS1815 | 23.6 | 2.5 | CSP | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 9,675 |
| STP0401 | | STS1815 | OF0017 | 25.7 | 2.6 | CSP | RND | 600 | 1987 | 61% | 2 | 3 | 6 | based on life cycle | 2062 | 17,661 |
| STP1653 | | STS0635 | STP0364 | 2 | 2.5 | CSP | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 461 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0346 | | STS1830 | STS1831 | 30.6 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 7,047 |
| STP0347 | | STS1833 | STS1832 | 50.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 11,722 |
| STP0348 | | STS1832 | STS1831 | 34.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 8,038 |
| STP0349 | | STS1831 | STS1829 | 93.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 21,626 |
| STP0350 | | STS1829 | STS1828 | 32 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 7,370 |
| STP0351 | | STS1828 | STS1825 | 103 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 23,721 |
| STP0352 | | STS1825 | STS1824 | 23.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 5,504 |
| STP0353 | | STS1824 | STS1826 | 45.6 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 10,502 |
| STP0354 | | STS1834 | STS1836 | 52.6 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 12,114 |
| STP0355 | | STS1836 | STS1835 | 38.3 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 8,821 |
| STP0356 | | STS1835 | STS1837 | 37.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 8,729 |
| STP0357 | | STS1837 | STS1838 | 37.9 | 3 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 8,729 |
| STP0358 | | STS1838 | STS1839 | 35 | 3.4 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 8,425 |
| STP0359 | | STS1839 | STS1824 | 30.9 | 3.2 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 7,438 |
| STP0363 | | STS1827 | STS1822 | 63.6 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 14,647 |
| STP0370 | | STS0648 | STP0349 | 5.3 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,221 |
| STP0371 | | STS0647 | STP0349 | 3 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 691 |
| STP0372 | | STS0651 | STP0348 | 5.4 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,244 |
| STP0373 | | STS0652 | STP0348 | 3 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 691 |
| STP0374 | | STS0653 | STP0347 | 4.4 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,013 |
| STP0375 | | STS0654 | STP0347 | 4.1 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 944 |
| STP0376 | | STS0645 | STP0351 | 1.8 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 415 |
| STP0377 | | STS0646 | STP0351 | 6.4 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,474 |
| STP0378 | | STS0643 | STP0352 | 5.2 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,198 |
| STP0379 | | STS0644 | STP0352 | 4.6 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,059 |
| STP0380 | | STS0656 | STP0356 | 1.8 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 415 |
| STP0381 | | STS0655 | STP0356 | 6 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,382 |
| STP0382 | | STS0658 | STP0358 | 5.1 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,175 |
| STP0383 | | STS0657 | STP0358 | 4 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 921 |
| STP0384 | | STS0659 | STP0353 | 2.9 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 668 |
| STP0385 | | STS0660 | STS1826 | 7.1 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,635 |
| STP0386 | | STS0642 | STP0361 | 3.7 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 852 |
| STP0387 | | STS0641 | STP0361 | 4.4 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,013 |
| STP0388 | | STS0640 | STP0363 | 5.8 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,336 |
| STP0389 | | STS0639 | STP0363 | 2.4 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 553 |
| STP0390 | | STS0637 | STP0362 | 6.3 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,451 |
| STP0391 | | STS0638 | STP0362 | 2.2 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 507 |
| STP0392 | | STS0636 | STS0635 | 8.5 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,958 |
| STP0394 | | STS0633 | STP0366 | 6.3 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,451 |
| STP0395 | | STS0631 | STS1818 | 1.5 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 345 |
| STP0396 | | STS0632 | STS1818 | 6.7 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 1,543 |
| STP0397 | | STS0630 | STP0368 | 2.4 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 984 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0398 | | STS0629 | STP0368 | 6.2 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 2,542 |
| STP0400 | | STS0634 | STP0366 | 2.1 | 2.5 | CON | RND | 300 | 1987 | 61% | 2 | 2 | 4 | based on life cycle | 2062 | 484 |
| 2000 | RALSTON DR | | | | | | | | 1988 | 63% | 2 | | 0 | based on life cycle | 2063 | 84,828 |
| 2010 | RALSTON DR | | | | | | | | 1988 | 63% | 2 | | 0 | based on life cycle | 2063 | 75,195 |
| 2020 | TREFUSIS ST | | | | | | | | 1988 | 63% | 2 | | 0 | based on life cycle | 2063 | 32,004 |
| 560 | HARCOURT ST | | | | | | | | 1989 | 64% | 2 | | 0 | based on life cycle | 2064 | 70,143 |
| 570 | HARCOURT ST | | | | | | | | 1989 | 64% | 2 | | 0 | based on life cycle | 2064 | 70,416 |
| STP1241 | | STS2068 | STS2067 | 45 | 1.8 | CON | RND | 375 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 11,457 |
| STP1242 | | STS0582 | STS2067 | 8.1 | 1.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 1,753 |
| STP1243 | | STS2067 | STS2066 | 10.4 | 1.8 | CON | RND | 375 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 2,648 |
| STP1244 | | STS0581 | STS2065 | 7.8 | 1.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 1,688 |
| STP1245 | | STS2065 | STS2066 | 24.1 | 1.8 | CON | RND | 375 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 6,136 |
| STP1246 | | STS0583 | STS2064 | 8.2 | 1.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 1,775 |
| STP1247 | | STS2064 | STS2065 | 88.8 | 1.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 19,218 |
| STP1248 | | STS0579 | STS2070 | 8.8 | 1.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 1,904 |
| STP1249 | | STS2070 | STS2071 | 20 | 1.8 | CON | RND | 525 | 1990 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 5,740 |
| STP1250 | | STS1695 | STS2071 | 9 | 1.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 1,948 |
| STP1251 | | STS0578 | STS1695 | 19.9 | 1.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 4,307 |
| STP1252 | | STS2071 | STS2029 | 30.2 | 1.8 | CON | RND | 525 | 1990 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 8,668 |
| STP1253 | | STS2066 | STS2069 | 52.4 | 1.8 | CON | RND | 450 | 1990 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 13,766 |
| STP1254 | | STS0580 | STS2069 | 7.8 | 1.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 1,688 |
| STP1255 | | STS2069 | STS2070 | 64.7 | 1.8 | CON | RND | 525 | 1990 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 18,570 |
| STP1256 | | STS0585 | STS2072 | 9.4 | 1.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 2,643 |
| STP1257 | | STS2072 | STS2073 | 74.4 | 1.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 16,101 |
| STP1258 | | STS0584 | STS2073 | 8.2 | 1.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 1,775 |
| STP1259 | | STS2073 | STS2068 | 28.8 | 1.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 6,233 |
| STP1406 | | STS1739 | STS2108 | 6.7 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 2,095 |
| STP1407 | | STS1740 | STS2108 | 3.2 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 1,001 |
| STP1408 | | STS2108 | STS2107 | 72.6 | 3.8 | CON | RND | 375 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 27,945 |
| STP1409 | | STS1737 | STP1408 | 3.1 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 970 |
| STP1410 | | STS1736 | STP1408 | 7.2 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 2,252 |
| STP1411 | | STS2107 | STS2109 | 110.1 | 3.8 | CON | RND | 450 | 1990 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 43,704 |
| STP1412 | | STS2109 | STS2110 | 70.9 | 3.8 | CON | RND | 450 | 1990 | 65% | 2 | 3 | 6 | based on life cycle | 2065 | 28,144 |
| STP1414 | | STS1744 | STS2110 | 6.7 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 2,095 |
| STP1415 | | STS1743 | STP1412 | 3.5 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 1,095 |
| STP1416 | | STS1742 | STP1411 | 6.9 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 2,158 |
| STP1417 | | STS1741 | STP1411 | 3.3 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 1,032 |
| STP1418 | | STS1738 | STP1411 | 2.3 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 719 |
| STP1419 | | STS1732 | STS2106 | 10.8 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 3,378 |
| STP1420 | | STS1733 | STS2106 | 8.9 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 2,783 |
| STP1421 | | STS2106 | STS2107 | 26.4 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 8,257 |
| STP1422 | | STS2112 | STS2111 | 14.6 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 4,566 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1423 | | STS2111 | STS2107 | 110.8 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 34,653 |
| STP1424 | | STS1734 | STP1423 | 3 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 938 |
| STP1425 | | STS1735 | STP1423 | 5.7 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 1,783 |
| STP1426 | | STS1745 | STP1423 | 7.4 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 2,314 |
| STP1427 | | STS1746 | STP1423 | 3.2 | 3.8 | CON | RND | 300 | 1990 | 65% | 2 | 2 | 4 | based on life cycle | 2065 | 1,001 |
| STP0100 | | | | 3.4 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 1,063 |
| STP0259 | | STS1785 | STS1784 | 68.7 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 21,486 |
| STP0260 | | STS1784 | STS1786 | 55.3 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 17,295 |
| STP0302 | | STS1496 | STS1306 | 24.5 | 3.5 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 7,662 |
| STP0303 | | STS1308 | STS1496 | 25 | 3.5 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 7,819 |
| STP0402 | | STS1509 | STS1510 | 6.8 | 5.2 | CON | RND | 375 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 2,842 |
| STP0403 | | STS1510 | STS1017 | 27.8 | 5.2 | CON | RND | 375 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 11,620 |
| STP0404 | | STS1841 | STS1842 | 71.9 | 5.2 | CON | RND | 600 | 1991 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 42,919 |
| STP0405 | | STS1842 | STS1843 | 56.4 | 5.2 | CON | RND | 600 | 1991 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 33,667 |
| STP0406 | | STS1017 | STS1841 | 15.7 | 5.2 | CON | RND | 600 | 1991 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 9,372 |
| STP0407 | | STS1508 | STP0406 | 11.2 | 5.2 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 3,806 |
| STP0408 | | STS1843 | STS1846 | 116 | 5.2 | CON | RND | 600 | 1991 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 69,244 |
| STP0409 | | STS1846 | STS1512 | 50.3 | 5.2 | CON | RND | 600 | 1991 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 30,026 |
| STP0410 | | STS1512 | STS1845 | 36.7 | 5.2 | CON | RND | 600 | 1991 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 21,907 |
| STP0411 | | STS1845 | STS1180 | 42 | 5.2 | CON | RND | 600 | 1991 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 25,071 |
| STP0412 | | STS1180 | STS1511 | 49.2 | 5.2 | CON | RND | 600 | 1991 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 29,369 |
| STP0413 | | STS1511 | STS1844 | 26.8 | 5.2 | CON | RND | 600 | 1991 | 67% | 2 | 3 | 6 | based on life cycle | 2066 | 15,998 |
| STP0414 | | STS1181 | STP0413 | 2.3 | 5.2 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 782 |
| STP0415 | | STS1182 | STP0413 | 5.5 | 5.2 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 1,869 |
| STP0416 | | STS1179 | STP0411 | 9.3 | 5.2 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 3,160 |
| STP0417 | | STS1178 | STP0409 | 8.7 | 5.2 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 2,956 |
| STP0418 | | STS1177 | STP0408 | 8.8 | 5.2 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 2,990 |
| STP0419 | | STS1176 | STP0408 | 8.5 | 5.2 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 2,888 |
| STP0420 | | STS1175 | STP0405 | 8.6 | 5.2 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 2,922 |
| STP0421 | | STS1174 | STS1842 | 8.6 | 5.2 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 2,922 |
| STP0422 | | STS1184 | STS1183 | 21.1 | 5.2 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 7,170 |
| STP0423 | | STS1183 | STS1844 | 9.3 | 5.2 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 3,160 |
| STP0424 | | STS1194 | STS1844 | 12.8 | 5.2 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 4,350 |
| STP1085 | | STS1199 | STP1086 | 5.6 | 2.7 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 1,676 |
| STP1086 | | STS2015 | STS1798 | 92.3 | 2.7 | CON | RND | 825 | 1991 | 67% | 2 | 4 | 8 | based on life cycle | 2066 | 72,028 |
| STP1093 | | STS1016 | STS1017 | 4 | 5.2 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 1,359 |
| STP1094 | | STS1173 | STP0404 | 9.2 | 5.2 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 3,126 |
| STP1689 | | STS1309 | STS1308 | 9.2 | 3.5 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 2,877 |
| STP1690 | | STS0218 | STS1785 | 5.3 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 1,658 |
| STP1691 | | STS0216 | STS1785 | 2.6 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 813 |
| STP1692 | | STS1483 | STP0259 | 2.2 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 688 |
| STP1693 | | STS1482 | STP0259 | 5.7 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 1,783 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1694 | | STS1339 | STS1338 | 7.1 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 2,221 |
| STP1695 | | STS1338 | STS1784 | 9.8 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 3,065 |
| STP1696 | | STS1786 | STS0209 | 11.8 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 3,690 |
| STP1697 | | STS1315 | STS0209 | 9.1 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 2,846 |
| STP1698 | | STS0205 | STS1317 | 3.9 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 1,220 |
| STP1699 | | STS1317 | STS1316 | 14.8 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 4,629 |
| STP1700 | | STS1316 | STS1315 | 6.3 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 1,970 |
| STP1701 | | STS0209 | OF0020 | 36.6 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 11,447 |
| STP1703 | | STS1319 | STS0205 | 51.4 | 4 | CON | RND | 300 | 1991 | 67% | 2 | 2 | 4 | based on life cycle | 2066 | 16,075 |
| 1545 | BROWN ST | | | | | | | | 1991 | 67% | 2 | | 0 | based on life cycle | 2066 | 85,166 |
| 1555 | BROWN ST | | | | | | | | 1991 | 67% | 2 | | 0 | based on life cycle | 2066 | 97,261 |
| 1560 | BROWN ST | | | | | | | | 1991 | 67% | 2 | | 0 | based on life cycle | 2066 | 111,638 |
| STP0262 | | STS1489 | STS1792 | 9.3 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,783 |
| STP0263 | | STS1790 | STS1791 | 61 | 2.7 | CON | RND | 450 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 23,205 |
| STP0264 | | STS1789 | STS1790 | 64.3 | 2.7 | CON | RND | 450 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 24,461 |
| STP0265 | | STS1490 | STS1791 | 17.2 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 5,147 |
| STP0266 | | STS1208 | STS1793 | 5.8 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 1,735 |
| STP0267 | | STS1792 | STS1793 | 63.5 | 2.7 | CON | RND | 600 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 29,599 |
| STP0268 | | STS1793 | STS1794 | 90.4 | 2.7 | CON | RND | 600 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 42,137 |
| STP0269 | | STS1794 | STS1795 | 28.6 | 2.7 | CON | RND | 600 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 13,331 |
| STP0270 | | STS1206 | STS1796 | 7.1 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,124 |
| STP0271 | | STS1205 | STP0275 | 8.3 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,484 |
| STP0272 | | STS1204 | STP0274 | 6.4 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 1,915 |
| STP0273 | | STS1203 | STP0274 | 6.3 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 1,885 |
| STP0274 | | STS1797 | STS1798 | 109.4 | 2.7 | CON | RND | 750 | 1992 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 77,806 |
| STP0275 | | STS1796 | STS1797 | 77.8 | 2.7 | CON | RND | 750 | 1992 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 55,332 |
| STP0276 | | STS1795 | STS1796 | 50.4 | 2.7 | CON | RND | 750 | 1992 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 35,845 |
| STP0285 | | STS1803 | STP1764 | 20.2 | 2.6 | CON | RND | 900 | 1992 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 26,181 |
| STP0286 | | STS1802 | STS1803 | 82.2 | 2.7 | CON | RND | 1200 | 1992 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 139,553 |
| STP0288 | | STP0290 | STP0286 | 7.3 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 3,888 |
| STP0289 | | STS1294 | STP0286 | 3.5 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 1,047 |
| STP0290 | | STS1805 | STP0288 | 36.7 | 2.5 | CON | RND | 600 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 28,529 |
| STP0291 | | STS1494 | STS1805 | 26.3 | 2.5 | CON | RND | 375 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 9,728 |
| STP0292 | | STS1493 | STS1802 | 7.3 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,184 |
| STP0293 | | STS1492 | STS1493 | 9.5 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,843 |
| STP0295 | | STS1806 | STS1807 | 69.4 | 2.9 | CON | RND | 750 | 1992 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 49,358 |
| STP0296 | | STS1808 | STS1807 | 9.8 | 2.9 | CON | RND | 750 | 1992 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 6,970 |
| STP0297 | | STS1497 | STP0295 | 10.4 | 2.9 | CON | RND | 400 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 3,847 |
| STP0304 | | STS1306 | STS1307 | 7.4 | 3.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,314 |
| STP0305 | | STS1307 | STS1291 | 17.5 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 5,236 |
| STP0306 | | STS1291 | STS1808 | 103.2 | 2.9 | CON | RND | 750 | 1992 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 73,397 |
| STP0425 | | STS1515 | STS1516 | 18.8 | 2.5 | CON | RND | 600 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 8,763 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0426 | | STS1516 | STS1521 | 15.4 | 2.2 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 4,608 |
| STP0427 | | | STS1515 | 15.6 | 2.5 | CON | RND | 675 | 1992 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 8,866 |
| STP0428 | | STS1517 | STS1515 | 39.1 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 11,699 |
| STP0429 | | STS0332 | STS0333 | 12.6 | 0.9 | CON | RND | 450 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 4,301 |
| STP0430 | | STS0333 | STS1101 | 77.4 | 1.7 | CON | RND | 450 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 26,418 |
| STP0431 | | STS1101 | STS1100 | 15.1 | 1.8 | CON | RND | 600 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 5,790 |
| STP0432 | | STS1100 | STS1516 | 12.3 | 1.8 | CON | RND | 600 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 4,716 |
| STP0433 | | STS1519 | STS1518 | 12.1 | 2.5 | CON | RND | 375 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 4,476 |
| STP0434 | | STS1518 | STS1101 | 11.4 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 3,411 |
| STP0438 | | STS1523 | STS2279 | 23.5 | 2.2 | CON | RND | 450 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 8,940 |
| STP0439 | | STS0334 | STS1523 | 7 | 2 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 1,968 |
| STP0440 | | STS0335 | STS0334 | 16.7 | 1.9 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 4,696 |
| STP0441 | | STS1522 | STS0335 | 9.4 | 1.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,643 |
| STP0442 | | STS0330 | STS0331 | 8.6 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,573 |
| STP0443 | | STS1524 | STS1525 | 14.2 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 4,249 |
| STP0444 | | STS1848 | STS1524 | 11.8 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 3,531 |
| STP0445 | | STS0332 | STS0331 | 65.4 | 1.8 | CON | RND | 450 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 22,322 |
| STP0446 | | STS0331 | STS1848 | 53.7 | 1.9 | CON | RND | 375 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 17,764 |
| STP0447 | | STS1526 | STS0334 | 102.6 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 30,700 |
| STP0448 | | STS1527 | STP0447 | 20.9 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 6,254 |
| STP0908 | | STS1634 | STS1795 | 5.4 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 1,616 |
| STP1076 | | STS1210 | STS1790 | 8.5 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,543 |
| STP1077 | | STS1791 | STS1488 | 63.8 | 2.7 | CON | RND | 450 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 24,270 |
| STP1078 | | STS1488 | STS1792 | 18.3 | 2.7 | CON | RND | 450 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 6,962 |
| STP1079 | | STS1207 | STP0268 | 5.5 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 1,646 |
| STP1080 | | STS1960 | STS1795 | 61.6 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 18,432 |
| STP1081 | | STS1662 | STS1796 | 2.9 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 868 |
| STP1082 | | STS1663 | STS1797 | 3.8 | 2.7 | CON | RND | 450 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 1,446 |
| STP1083 | | STS1202 | STP0274 | 4.3 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 1,287 |
| STP1084 | | STS1664 | STP0274 | 10.6 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 3,172 |
| STP1087 | | STS1201 | STP1089 | 7.1 | 2.7 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,124 |
| STP1088 | | STS1200 | STS1788 | 109.1 | 2.7 | CON | RND | 900 | 1992 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 96,130 |
| STP1089 | | STS1798 | STS1200 | 11.8 | 2.7 | CON | RND | 900 | 1992 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 10,397 |
| STP1260 | | STS2074 | STS1806 | 25.6 | 2.9 | CON | RND | 600 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 11,933 |
| STP1261 | | STS1310 | STS1311 | 7.6 | 2.9 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,274 |
| STP1262 | | STS1313 | STS1311 | 43 | 2.9 | CON | RND | 400 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 15,905 |
| STP1263 | | STS1312 | STS1313 | 7.6 | 2.9 | CON | RND | 400 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,811 |
| STP1264 | | STS1311 | STS2074 | 13.2 | 2.9 | CON | RND | 400 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 4,883 |
| STP1265 | | STS1696 | STS2074 | 3.9 | 2.9 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 1,167 |
| STP1266 | | STS1697 | STP1267 | 6.6 | 2.9 | CON | RND | 400 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,441 |
| STP1267 | | STS2075 | STS2074 | 40.9 | 2.9 | CON | RND | 525 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 16,973 |
| STP1268 | | STS1699 | STS2075 | 4.6 | 2.9 | CON | RND | 400 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 1,701 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|------------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1269 | | STS1700 | STS2075 | 4.5 | 2.9 | CON | RND | 400 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 1,664 |
| STP1270 | | STS1807 | STS2077 | 35.3 | 2.9 | CON | RND | 750 | 1992 | 68% | 2 | 4 | 8 | based on life cycle | 2067 | 25,106 |
| STP1271 | | STS1503 | STS1504 | 9 | 2.9 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,693 |
| STP1272 | | STS1504 | STS1502 | 75.7 | 2.9 | CON | RND | 375 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 28,001 |
| STP1273 | | STS1499 | STS1502 | 8.9 | 2.9 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,663 |
| STP1274 | | STS1502 | STS2076 | 41.4 | 2.9 | CON | RND | 375 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 28,575 |
| STP1275 | | STS2076 | STS2078 | 59.8 | 2.9 | CON | RND | 450 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 43,378 |
| STP1277 | | STS1702 | STP1274 | 20.3 | 2.9 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 12,077 |
| STP1630 | | STS1314 | STS2182 | 8.7 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,603 |
| STP1631 | | STS2182 | STP0277 | 11.2 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 3,351 |
| STP1760 | | STS1293 | STP0286 | 7.5 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 2,244 |
| STP1762 | | STS1295 | STP0286 | 6.5 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 1,945 |
| STP1763 | | STS1296 | STP0286 | 7.3 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 3,888 |
| STP1764 | | STS1804 | STP1765 | 55.1 | 2.5 | CON | RND | 1350 | 1992 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 115,274 |
| STP1765 | | STP1764 | OF0004 | 15.2 | 2.5 | CON | RND | 1350 | 1992 | 68% | 2 | 5 | 10 | 2020 to 2024 | 2067 | 31,800 |
| STP1766 | | STS1474 | STP1764 | 14.9 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 7,937 |
| STP1767 | | STS1471 | STS1472 | 9.2 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 4,900 |
| STP1768 | | STS1472 | OF0003 | 16.8 | 2.5 | CON | RND | 450 | 1992 | 68% | 2 | 3 | 6 | based on life cycle | 2067 | 10,966 |
| STP1875 | | STS2078 | OF0002 | 12.6 | 2.5 | CON | RND | 300 | 1992 | 68% | 2 | 2 | 4 | based on life cycle | 2067 | 6,711 |
| 105 | ROSE GLEN RD EXTENSION | | | | | | | | 1992 | 68% | 2 | | 0 | based on life cycle | 2067 | 108,977 |
| STP0906 | | STS1265 | STS1267 | 11.2 | 2.5 | CON | RND | 300 | 1993 | 69% | 2 | 2 | 4 | based on life cycle | 2068 | 3,351 |
| STP0907 | | STS1960 | STS1267 | 13.6 | 2.5 | CON | RND | 300 | 1993 | 69% | 2 | 2 | 4 | based on life cycle | 2068 | 4,069 |
| 1110 | SHERBOURNE ST | | | | | | | | 1993 | 69% | 2 | | 0 | based on life cycle | 2068 | 137,293 |
| STP0593 | | STS1907 | STS1850 | 88.3 | 3.7 | CON | RND | 750 | 1995 | 72% | 2 | 4 | 8 | based on life cycle | 2070 | 65,588 |
| STP0594 | | STS1467 | STP0593 | 1 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 299 |
| STP0595 | | STS1465 | STP0593 | 8 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,394 |
| STP0596 | | STS1558 | STS1908 | 7.3 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,184 |
| STP0597 | | STS1908 | STS1907 | 20.2 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 6,044 |
| STP0598 | | STS1559 | STS1908 | 18.3 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 5,476 |
| STP0599 | | STS1909 | STS1907 | 108.3 | 4.2 | CON | RND | 750 | 1995 | 72% | 2 | 4 | 8 | based on life cycle | 2070 | 83,700 |
| STP0600 | | STS1463 | STP0599 | 2 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 598 |
| STP0601 | | STS1464 | STP0599 | 7.6 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,274 |
| STP0602 | | STS1461 | STP0599 | 2.1 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 628 |
| STP0603 | | STS1462 | STP0599 | 7.3 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,184 |
| STP0604 | | STS1910 | STS1909 | 108.8 | 3 | CON | RND | 525 | 1995 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 45,152 |
| STP0605 | | STS1459 | STP0604 | 2.1 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 628 |
| STP0606 | | STS1460 | STP0604 | 7 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,095 |
| STP0607 | | STS1457 | STP0604 | 2.2 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 658 |
| STP0608 | | STS1458 | STP0604 | 7.1 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,124 |
| STP0609 | | STS1913 | | 15.8 | 2.5 | CON | RND | 1050 | 1995 | 72% | 2 | 5 | 10 | 2020 to 2024 | 2070 | 15,300 |
| STP0610 | | STS1560 | STS1912 | 16.2 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 4,847 |
| STP0611 | | STS1912 | STS1911 | 92.4 | 2.5 | CON | RND | 375 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 34,178 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0612 | | STS1911 | STS1910 | 100.5 | 2.8 | CON | RND | 525 | 1995 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 41,707 |
| STP0613 | | STS1456 | STP0612 | 7.2 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,154 |
| STP0614 | | STS1455 | STP0612 | 2.3 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 688 |
| STP0615 | | STS1452 | STP0611 | 2.3 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 688 |
| STP0616 | | STS1454 | STP0611 | 6.9 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,065 |
| STP0617 | | STS1450 | STP0611 | 2.3 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 688 |
| STP0618 | | STS1449 | STP0611 | 7.2 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,154 |
| STP0619 | | STS1915 | STS1914 | 94.6 | 2.5 | CON | RND | 1050 | 1995 | 72% | 2 | 5 | 10 | 2020 to 2024 | 2070 | 91,603 |
| STP0620 | | STS1914 | STS1913 | 92.2 | 2.5 | CON | RND | 1050 | 1995 | 72% | 2 | 5 | 10 | 2020 to 2024 | 2070 | 89,279 |
| STP0621 | | STS1448 | STP0620 | 7.3 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,184 |
| STP0622 | | STS1447 | STP0620 | 2 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 598 |
| STP0623 | | STS1446 | STP0620 | 7 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,095 |
| STP0624 | | STS1444 | STP0620 | 2.3 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 688 |
| STP0625 | | STS1442 | STP0619 | 6.6 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 1,975 |
| STP0626 | | STS1441 | STP0619 | 2.8 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 838 |
| STP0627 | | STS1440 | STP0619 | 6.6 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 1,975 |
| STP0628 | | STS1439 | STP0619 | 2.7 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 808 |
| STP0629 | | STS1918 | STS1917 | 25.2 | 2.5 | CON | RND | 600 | 1995 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 11,746 |
| STP0630 | | STS1917 | STS1916 | 86.6 | 3.8 | CON | RND | 750 | 1995 | 72% | 2 | 4 | 8 | based on life cycle | 2070 | 64,325 |
| STP0631 | | STS1916 | STS1915 | 91.4 | 2.8 | CON | RND | 750 | 1995 | 72% | 2 | 4 | 8 | based on life cycle | 2070 | 65,004 |
| STP0632 | | STS1438 | STP0631 | 7.1 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,124 |
| STP0633 | | STS1437 | STP0631 | 2.4 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 718 |
| STP0634 | | STS1435 | STP0630 | 7.4 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,214 |
| STP0635 | | STS1436 | STP0630 | 2 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 598 |
| STP0636 | | STS1434 | STP0630 | 1.5 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 449 |
| STP0637 | | STS1433 | STP0630 | 7.9 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,364 |
| STP0638 | | STS1481 | STS1563 | 10.3 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 3,082 |
| STP0639 | | STS1563 | STS1917 | 22.2 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 6,643 |
| STP0640 | | STS1562 | STP0629 | 9.5 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 2,843 |
| STP0641 | | STS1561 | STP0629 | 5.2 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 1,556 |
| STP0642 | | STS1919 | STS1918 | 73.8 | 3.9 | CON | RND | 525 | 1995 | 72% | 2 | 3 | 6 | based on life cycle | 2070 | 31,847 |
| STP0643 | | STS1432 | STP0642 | 1.8 | 2.5 | CON | RND | 300 | 1995 | 72% | 2 | 2 | 4 | based on life cycle | 2070 | 539 |
| STP1727 | | STS1850 | STS2209 | 67 | 2.75 | CON | RND | 750 | 1995 | 72% | 2 | 4 | 8 | based on life cycle | 2070 | 47,651 |
| STP1728 | | STS2209 | STS2210 | 112.4 | 4 | CON | RND | 750 | 1995 | 72% | 2 | 4 | 8 | based on life cycle | 2070 | 83,489 |
| STP1729 | | STS2210 | STS2213 | 80.7 | 2.9 | CON | RND | 900 | 1995 | 72% | 2 | 4 | 8 | based on life cycle | 2070 | 71,106 |
| STP1730 | | STS2213 | STS2214 | 77.4 | 2.75 | CON | RND | 900 | 1995 | 72% | 2 | 4 | 8 | based on life cycle | 2070 | 68,198 |
| STP1731 | | STS2214 | | 65.1 | 2.25 | CON | RND | 900 | 1995 | 72% | 2 | 4 | 8 | based on life cycle | 2070 | 57,361 |
| STP0572 | | STS0340 | STS0341 | 8.8 | 2.8 | CON | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 2,633 |
| STP0573 | | STS0341 | STS1904 | 17.9 | 2.8 | CON | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 5,356 |
| STP0574 | | STS1557 | STS0341 | 12.9 | 2.8 | CON | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 3,860 |
| STP0575 | | STS1903 | STS1904 | 22.9 | 2.8 | CON | RND | 375 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 8,470 |
| STP0576 | | STS0339 | STS1903 | 6.7 | 2.8 | CON | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 2,005 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0577 | | STS0337 | STS1903 | 13.6 | 2.8 | CON | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 4,069 |
| STP0578 | | STS0336 | STS0337 | 8.3 | 2.8 | CON | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 2,484 |
| STP0579 | | STS0342 | STS1904 | 2.2 | 2.8 | CON | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 658 |
| STP0580 | | STS1904 | STS1905 | 72.6 | 2.8 | CON | RND | 375 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 26,854 |
| STP0581 | | STS1905 | STS1906 | 53.1 | 2.8 | CON | RND | 450 | 1996 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 20,200 |
| STP0582 | | STS1906 | STS1902 | 11.7 | 2.8 | CON | RND | 450 | 1996 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 4,451 |
| STP0583 | | STS0345 | STP0582 | 9.1 | 2.8 | CON | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 2,723 |
| STP0909 | | STS1162 | STS1962 | 6.3 | 2.5 | HDPE | RND | 200 | 1996 | 73% | 2 | 1 | 2 | based on life cycle | 2071 | 1,307 |
| STP0910 | | STS1163 | STS1962 | 1.5 | 2.5 | HDPE | RND | 200 | 1996 | 73% | 2 | 1 | 2 | based on life cycle | 2071 | 311 |
| STP0911 | | STS1961 | STS1962 | 57.1 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 16,141 |
| STP0912 | | STS1165 | STS1961 | 5.6 | 2.5 | HDPE | RND | 200 | 1996 | 73% | 2 | 1 | 2 | based on life cycle | 2071 | 1,162 |
| STP0913 | | STS1164 | STS1961 | 1.9 | 2.5 | HDPE | RND | 200 | 1996 | 73% | 2 | 1 | 2 | based on life cycle | 2071 | 394 |
| STP0914 | | STS1166 | STS1961 | 67.8 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 19,166 |
| STP0915 | | STS1962 | STS1158 | 62.4 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 17,639 |
| STP0916 | | STS1158 | STS1963 | 8.1 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 2,290 |
| STP0917 | | STS1963 | STS1185 | 83.9 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 23,717 |
| STP0918 | | STP0917 | STS1964 | 75.3 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 21,286 |
| STP0919 | | STS1155 | STS1964 | 1.8 | 2.5 | HDPE | RND | 200 | 1996 | 73% | 2 | 1 | 2 | based on life cycle | 2071 | 373 |
| STP0920 | | STS1157 | STS1964 | 6.3 | 2.5 | HDPE | RND | 200 | 1996 | 73% | 2 | 1 | 2 | based on life cycle | 2071 | 1,307 |
| STP0921 | | STS0338 | STS1903 | 6.3 | 2 | CON | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 1,771 |
| STP0966 | | STS1981 | STS1978 | 13 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 6,709 |
| STP0967 | | STS1964 | STS1965 | 109.2 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 30,868 |
| STP0968 | | STS1965 | STS1981 | 97.8 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 50,476 |
| STP0969 | | STS1114 | STP0966 | 3.4 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 1,755 |
| STP0970 | | STS1657 | STP0966 | 5.6 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 2,890 |
| STP0971 | | STS1641 | STP0968 | 2.2 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 622 |
| STP0972 | | STS1638 | STP0968 | 2.2 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 622 |
| STP0973 | | STS1147 | STP0967 | 1.8 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 509 |
| STP0974 | | STS1150 | STP0967 | 6.5 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 1,837 |
| STP0975 | | STS1151 | STP0967 | 1.9 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 537 |
| STP0976 | | STS1153 | STP0967 | 6.5 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 1,837 |
| STP0977 | | STS1656 | OF0013 | 5.1 | 2.5 | HDPE | RND | 600 | 1996 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 3,781 |
| STP0980 | | STS1980 | OF0014 | 28.7 | 2.5 | HDPE | RND | 975 | 1996 | 73% | 2 | 4 | 8 | based on life cycle | 2071 | 35,243 |
| STP0981 | | STS1978 | STS1980 | 7.7 | 2.5 | HDPE | RND | 750 | 1996 | 73% | 2 | 4 | 8 | based on life cycle | 2071 | 7,107 |
| STP0982 | | STS1979 | STS1112 | 8 | 2.5 | HDPE | RND | 600 | 1996 | 73% | 2 | 3 | 6 | based on life cycle | 2071 | 5,930 |
| STP0983 | | STS1112 | STS1980 | 13.1 | 2.5 | HDPE | RND | 975 | 1996 | 73% | 2 | 4 | 8 | based on life cycle | 2071 | 16,087 |
| STP1734 | | STS0343 | STS1905 | 2.4 | 2.5 | CON | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 718 |
| STP1735 | | STS0344 | STS1905 | 6.6 | 2.5 | CON | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 1,975 |
| STP1870 | | STS1639 | STP0968 | 6.2 | 2.5 | HDPE | RND | 300 | 1996 | 73% | 2 | 2 | 4 | based on life cycle | 2071 | 1,753 |
| STP0922 | | STS1269 | STP0923 | 9 | 1.9 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 2,531 |
| STP0923 | | STS1643 | STS1273 | 49.8 | 1.9 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 14,003 |
| STP0924 | | STS1271 | STS1273 | 8.4 | 1.9 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 2,362 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0925 | | STS1642 | STS1283 | 12 | 1.9 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 3,374 |
| STP0926 | | STS1281 | STS1279 | 7.8 | 1.9 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 2,193 |
| STP0927 | | STS1275 | STS1279 | 60.2 | 1.9 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 16,927 |
| STP0928 | | STS1276 | STS1275 | 7.9 | 1.9 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 2,221 |
| STP0929 | | STS1273 | STS1275 | 57.1 | 1.9 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 16,055 |
| STP1090 | | STS2016 | STS1788 | 23.9 | 1.9 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 6,720 |
| STP1091 | | STS1284 | STP1090 | 5.4 | 1.9 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 1,518 |
| STP1092 | | STS1283 | STP1090 | 2.2 | 1.9 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 619 |
| STP1394 | | STS1730 | STS0955 | 66.7 | 2.5 | CON | RND | 525 | 1997 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 27,680 |
| STP1396 | | STS0955 | STS0956 | 21.3 | 2.5 | CON | RND | 525 | 1997 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 8,839 |
| STP1397 | | STS0957 | STS2104 | 11.6 | 1.8 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 3,262 |
| STP1398 | | STS2104 | STP1399 | 8.8 | 1.8 | CON | RND | 825 | 1997 | 75% | 2 | 4 | 8 | based on life cycle | 2072 | 6,576 |
| STP1399 | | STS0958 | OF0005 | 32.8 | 1.8 | CON | RND | 825 | 1997 | 75% | 2 | 4 | 8 | based on life cycle | 2072 | 30,977 |
| STP1401 | | STS1590 | STS2103 | 13.9 | 1.9 | CON | RND | 450 | 1997 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 4,744 |
| STP1402 | | STS2103 | STS1470 | 18.6 | 1.9 | CON | RND | 750 | 1997 | 75% | 2 | 4 | 8 | based on life cycle | 2072 | 12,669 |
| STP1403 | | STS0412 | STS0413 | 6.1 | 1.9 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 1,715 |
| STP1404 | | STS0413 | STS1590 | 10.1 | 1.9 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 2,840 |
| STP1428 | | STS0389 | STS0390 | 8.5 | 1.8 | PVC | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 2,249 |
| STP1429 | | STS0390 | STS0388 | 35 | 1.8 | PVC | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 9,262 |
| STP1430 | | STS0388 | | 19.6 | 1.8 | PVC | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 5,187 |
| STP1431 | | STS0386 | STS0387 | 8.4 | 1.8 | PVC | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 2,223 |
| STP1432 | | STS0387 | STS0388 | 35.3 | 1.3 | PVC | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 9,342 |
| STP1576 | | STS2162 | STS0964 | 18.4 | 1.9 | CON | RND | 400 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 6,087 |
| STP1577 | | STS0964 | STS1590 | 25.7 | 1.9 | CON | RND | 450 | 1997 | 75% | 2 | 3 | 6 | based on life cycle | 2072 | 8,772 |
| STP1578 | | STS0960 | STS0964 | 27.5 | 1.9 | CON | RND | 400 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 9,097 |
| STP1579 | | STS0961 | STS0960 | 12.4 | 1.9 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 3,487 |
| STP1580 | | STS2164 | STS2104 | 64.2 | 1.8 | CON | RND | 825 | 1997 | 75% | 2 | 4 | 8 | based on life cycle | 2072 | 47,976 |
| STP1581 | | STS2163 | STP1580 | 5.1 | 1.8 | CON | RND | 100 | 1997 | 75% | 2 | 1 | 2 | based on life cycle | 2072 | 1,074 |
| STP1632 | | STS1279 | STS2016 | 55 | 2.5 | CON | RND | 300 | 1997 | 75% | 2 | 2 | 4 | based on life cycle | 2072 | 16,457 |
| 585 | CROFT ST | | | | | | | | 1997 | 75% | 2 | | 0 | based on life cycle | 2072 | 75,870 |
| 40 | PETER ST | | | | | | | | 1998 | 76% | 2 | | 0 | based on life cycle | 2073 | 58,759 |
| STP1472 | | STS1938 | STS2118 | 73.7 | 2.8 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 16,973 |
| STP1473 | | STS2118 | STS2117 | 63 | 3 | CON | RND | 375 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 17,936 |
| STP1474 | | STS2117 | STS2119 | 22 | 3 | CON | RND | 375 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 6,263 |
| STP1475 | | STS2119 | STS2120 | 84.4 | 2.5 | CON | RND | 375 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 24,028 |
| STP1476 | | STS2121 | STS2120 | 70.3 | 2.8 | CON | RND | 375 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 20,014 |
| STP1477 | | STS2120 | STS2122 | 47.4 | 2.8 | CON | RND | 450 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 13,879 |
| STP1478 | | STS2122 | STS2123 | 54.6 | 3 | CON | RND | 525 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 17,440 |
| STP1479 | | STS2123 | STS2124 | 22.3 | 3 | CON | RND | 675 | 1999 | 77% | 2 | 4 | 8 | based on life cycle | 2074 | 9,755 |
| STP1480 | | STS2128 | STS2127 | 14.2 | 2.8 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 3,270 |
| STP1481 | | STS2126 | STS2127 | 21.5 | 1.7 | CON | RND | 375 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 5,474 |
| STP1482 | | STS2127 | STS2125 | 21.4 | 2.8 | CON | RND | 375 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 6,093 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1483 | | STS2125 | STS2124 | 32.1 | 2.8 | CON | RND | 525 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 10,253 |
| STP1484 | | STS0780 | STS2126 | 18.4 | 1.7 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 3,982 |
| STP1485 | | STS0779 | STS2126 | 19.5 | 1.7 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 4,220 |
| STP1486 | | STS0778 | STS2128 | 4.2 | 1.7 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 909 |
| STP1487 | | STS0777 | STS2128 | 1.7 | 1.7 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 368 |
| STP1488 | | STS1770 | STP1479 | 7.8 | 3 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 1,796 |
| STP1489 | | STS0775 | STP1479 | 1 | 2.8 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 230 |
| STP1490 | | STS2124 | STS2129 | 62.8 | 1.3 | CON | RND | 750 | 1999 | 77% | 2 | 4 | 8 | based on life cycle | 2074 | 32,923 |
| STP1491 | | STS2129 | | 29.3 | 1.3 | CON | RND | 750 | 1999 | 77% | 2 | 4 | 8 | based on life cycle | 2074 | 15,361 |
| STP1492 | | STS0773 | STP1477 | 2.1 | 2.8 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 484 |
| STP1493 | | STS0774 | STP1477 | 5.8 | 2.8 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 1,336 |
| STP1494 | | STS1712 | STP1476 | 5.9 | 2.8 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 1,359 |
| STP1495 | | STS1708 | STP1476 | 2.2 | 2.8 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 507 |
| STP1496 | | STS1714 | STP1476 | 3.1 | 2.8 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 714 |
| STP1497 | | STS1713 | STP1476 | 5 | 2.8 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 1,152 |
| STP1498 | | STS0771 | STP1475 | 6.4 | 2.6 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 1,474 |
| STP1499 | | STS0770 | STP1475 | 1.5 | 2.9 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 345 |
| STP1500 | | STS0768 | STP1474 | 1.9 | 3 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 438 |
| STP1501 | | STS0769 | STP1474 | 6.9 | 3 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 1,589 |
| STP1502 | | STS0767 | STP1473 | 6.4 | 2.4 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 1,474 |
| STP1503 | | STS0766 | STP1473 | 1.4 | 2.4 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 322 |
| STP1504 | | STS0764 | STP1472 | 6.4 | 2.9 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 1,915 |
| STP1505 | | STS0765 | STP1472 | 1.8 | 2.9 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 539 |
| STP1532 | | STS2132 | STS2122 | 51.1 | 2.8 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 11,769 |
| STP0139 | | STS0024 | STS0005 | 76 | 2.6 | CON | RND | 450 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 22,253 |
| STP0144 | | STS0005 | OF0027 | 99.1 | 2.5 | CON | RND | 1050 | 1999 | 77% | 2 | 5 | 10 | 2020 to 2024 | 2074 | 73,860 |
| STP0156 | | STS0037 | STS0005 | 99.2 | 2.2 | CON | RND | 750 | 1999 | 77% | 2 | 4 | 8 | based on life cycle | 2074 | 54,303 |
| STP0165 | | STS0056 | STP0167 | 25.9 | 3.7 | CON | RND | 525 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 8,603 |
| STP0166 | | STS0059 | STP0167 | 1.4 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 224 |
| STP0167 | | STP0165 | STS0057 | 25.4 | 3.7 | CON | RND | 525 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 8,437 |
| STP0168 | | STS0057 | STS0037 | 76.9 | 2.6 | CON | RND | 675 | 1999 | 77% | 2 | 4 | 8 | based on life cycle | 2074 | 33,641 |
| STP0169 | | STS0058 | STS0059 | 8.1 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 1,294 |
| STP0175 | | STS0075 | STP0176 | 13.7 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 2,188 |
| STP0176 | | STP0178 | STS0057 | 19.1 | 2.6 | CON | RND | 600 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 6,852 |
| STP0177 | | STS0074 | STP0178 | 4 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 639 |
| STP0178 | | STP0188 | STP0176 | 19.1 | 2.6 | CON | RND | 600 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 6,852 |
| STP0188 | | STS0067 | STP0178 | 30.4 | 2.6 | CON | RND | 600 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 10,906 |
| STP0190 | | STS0073 | STP0191 | 13.3 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 2,124 |
| STP0191 | | STP0193 | STS0067 | 30.9 | 2.6 | CON | RND | 600 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 11,086 |
| STP0193 | | STS0066 | STP0191 | 24.4 | 2.7 | CON | RND | 600 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 8,754 |
| STP0194 | | STS0091 | STS0092 | 5 | 2 | CON | RND | 450 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 1,314 |
| STP0195 | | STS0072 | STP0196 | 3.4 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 543 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0196 | | STP0210 | STS0066 | 8.1 | 2.7 | CON | RND | 525 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 2,587 |
| STP0197 | | STS0090 | STS0091 | 8 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 1,278 |
| STP0205 | | STS0092 | STS0093 | 56.1 | 2 | CON | RND | 450 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 14,738 |
| STP0206 | | STS0093 | STP0209 | 27.2 | 1.9 | CON | RND | 450 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 7,146 |
| STP0207 | | STS2241 | STP0209 | 0.9 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 144 |
| STP0208 | | STS2240 | STS2241 | 8.1 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 1,294 |
| STP0209 | | STP0206 | STS0065 | 23.1 | 3 | CON | RND | 525 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 7,379 |
| STP0210 | | STS0065 | STP0196 | 44.7 | 2.7 | CON | RND | 525 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 14,278 |
| STP0214 | | STS0069 | STP0240 | 12.5 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 1,996 |
| STP0219 | | STS0070 | STP0240 | 2.6 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 415 |
| STP0239 | | STS0068 | STS0064 | 12.7 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 2,028 |
| STP0240 | | STS0064 | STS0065 | 101 | 2.7 | CON | RND | 450 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 29,573 |
| STP0250 | | STS0071 | STP0251 | 2.4 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 383 |
| STP0251 | | STP0258 | STS0064 | 33.1 | 3 | CON | RND | 450 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 9,692 |
| STP0257 | | STS0062 | STS0063 | 13.4 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 2,140 |
| STP0258 | | STS0063 | STP0251 | 32.2 | 3 | CON | RND | 450 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 9,428 |
| STP0157 | | STS0038 | STS0037 | 10 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 1,597 |
| STP0158 | | STS0039 | STS0038 | 8.1 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 1,294 |
| STP0170 | | STS0061 | STS0057 | 19 | 2.5 | CON | RND | 450 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 5,563 |
| STP0171 | | STS0060 | STS0061 | 8.7 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 1,389 |
| STP0198 | | STS0087 | STS0086 | 8.3 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 1,326 |
| STP0199 | | STP0203 | STS0066 | 68 | 3.1 | CON | RND | 450 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 20,776 |
| STP0200 | | STS0086 | STP0199 | 0.9 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 144 |
| STP0201 | | STP0222 | STS0092 | 18.8 | 2.5 | CON | RND | 450 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 5,505 |
| STP0202 | | STS0115 | STP0201 | 1.7 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 272 |
| STP0203 | | STS0082 | STP0199 | 8.3 | 3.1 | CON | RND | 450 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 2,536 |
| STP0204 | | STS0116 | STS0115 | 7.2 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 1,150 |
| STP0215 | | STP0225 | STS0082 | 51.8 | 3.1 | CON | RND | 375 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 15,347 |
| STP0216 | | STS0085 | STP0215 | 1.2 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 192 |
| STP0222 | | STP0230 | STP0201 | 56.9 | 2.5 | CON | RND | 450 | 1999 | 77% | 2 | 3 | 6 | based on life cycle | 2074 | 16,660 |
| STP0223 | | STS0084 | STS0085 | 7.6 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 1,214 |
| STP0225 | | STS0083 | STP0215 | 12.5 | 3.1 | CON | RND | 375 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 3,703 |
| STP0235 | | STS0079 | STS0083 | 42.1 | 3.2 | CON | RND | 375 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 12,473 |
| STP0236 | | STP0252 | STS0079 | 9.8 | 3 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 2,257 |
| STP0237 | | STS0081 | STP0236 | 1.2 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 192 |
| STP0238 | | STS0080 | STS0081 | 8.4 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 1,342 |
| STP0252 | | STS0078 | STP0236 | 44.1 | 3 | CON | RND | 300 | 1999 | 77% | 2 | 2 | 4 | based on life cycle | 2074 | 10,156 |
| STP0254 | | STS0077 | STS0078 | 12.5 | 3 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 2,459 |
| STP0256 | | STS0076 | STS0077 | 7.9 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 1,262 |
| STP1750 | | STS2242 | STS2243 | 8 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 1,278 |
| STP1751 | | STS2243 | STP0199 | 1.3 | 2.5 | PVC | RND | 200 | 1999 | 77% | 2 | 1 | 2 | based on life cycle | 2074 | 208 |
| STP0723 | | STS1568 | STS1567 | 14.2 | 1.7 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 3,993 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0724 | | STS1567 | STS0973 | 15.3 | 1.7 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 4,302 |
| STP0725 | | STS0973 | STS1930 | 10.1 | 1.7 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 2,840 |
| STP0727 | | STS0975 | STS0974 | 9.2 | 1.7 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 2,587 |
| STP0728 | | STS0974 | STS1931 | 14.6 | 1.7 | CON | RND | 900 | 2000 | 79% | 2 | 4 | 8 | based on life cycle | 2075 | 12,337 |
| STP0729 | | STS1930 | STS1931 | 86.9 | 1.7 | CON | RND | 900 | 2000 | 79% | 2 | 4 | 8 | based on life cycle | 2075 | 73,433 |
| STP0731 | | STS0976 | STS0974 | 67.1 | 3.5 | CON | RND | 900 | 2000 | 79% | 2 | 4 | 8 | based on life cycle | 2075 | 61,544 |
| STP0732 | | STS0978 | STS0976 | 59.9 | 3.5 | CON | RND | 900 | 2000 | 79% | 2 | 4 | 8 | based on life cycle | 2075 | 54,940 |
| STP0733 | | STS0979 | STS0978 | 9.6 | 3.5 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 3,002 |
| STP0734 | | STS1570 | STS0979 | 16.3 | 3.5 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 5,098 |
| STP0735 | | STS1571 | STS1570 | 8.9 | 3.5 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 2,783 |
| STP0736 | | STS0977 | STS0976 | 9.5 | 3.5 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 2,971 |
| STP0737 | | STS0431 | STS0978 | 99.4 | 3.5 | CON | RND | 525 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 42,895 |
| STP0738 | | STS0435 | STS0434 | 11.6 | 3.5 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 3,628 |
| STP0739 | | STS0434 | STS0432 | 55.5 | 3.5 | CON | RND | 525 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 23,950 |
| STP0740 | | STS0374 | STS0434 | 73 | 3.5 | CON | RND | 525 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 31,502 |
| STP0745 | | STS0375 | STS0374 | 16.4 | 3.5 | CON | RND | 525 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 7,077 |
| STP0746 | | STS0373 | STS0375 | 9.2 | 3.5 | CON | RND | 525 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 3,970 |
| 1580 | SOUTH ST | | | | | | | | 2000 | 79% | 2 | | 0 | based on life cycle | 2075 | 26,045 |
| 3425 | MARSH RD | | | | | | | | 2000 | 79% | 2 | | 0 | based on life cycle | 2075 | 78,394 |
| STP0116 | | STS0020 | STS0019 | 10.2 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 1,629 |
| STP0117 | | STS0018 | STS0019 | 45.9 | 2.4 | CON | RND | 525 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 14,661 |
| STP0118 | | STS0014 | STS0013 | 8.1 | 2.5 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 1,865 |
| STP0119 | | STP0125 | STS0018 | 4.7 | 3.2 | CON | RND | 375 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 1,392 |
| STP0120 | | STS0013 | STP0119 | 1.6 | 2.5 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 368 |
| STP0121 | | STS0012 | STS0011 | 8.1 | 2.5 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 1,865 |
| STP0122 | | STS0011 | STP0123 | 1.3 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 208 |
| STP0123 | | STP0127 | STS0018 | 4.7 | 2.7 | CON | RND | 375 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 1,338 |
| STP0124 | | STS0015 | STS0016 | 7.9 | 2.5 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 1,819 |
| STP0125 | | STS0017 | STP0119 | 79.1 | 3.2 | CON | RND | 375 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 23,435 |
| STP0126 | | STS0016 | STS0017 | 1.4 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 224 |
| STP0127 | | STS0010 | STP0123 | 66.3 | 2.7 | CON | RND | 375 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 18,875 |
| STP0128 | | STS0023 | STS0022 | 7.2 | 2.5 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 1,658 |
| STP0129 | | STS0009 | STS0010 | 18.7 | 2.7 | CON | RND | 375 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 5,324 |
| STP0130 | | STS0022 | STS0021 | 2 | 2.4 | CON | RND | 450 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 586 |
| STP0131 | | STS0008 | STS0009 | 8.3 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 1,326 |
| STP0132 | | STS0021 | STS0024 | 23.8 | 2.4 | CON | RND | 450 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 6,969 |
| STP0133 | | STS0002 | STS0003 | 1.6 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 256 |
| STP0134 | | STS0001 | STS0002 | 7.9 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 1,262 |
| STP0135 | | STS0003 | STS0004 | 94.9 | 1.6 | CON | RND | 375 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 24,162 |
| STP0136 | | STS0004 | STP0138 | 25.9 | 1.6 | CON | RND | 450 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 6,804 |
| STP0137 | | STS0007 | STP0138 | 2.4 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 383 |
| STP0138 | | STP0136 | STS0005 | 24.6 | 1.6 | CON | RND | 450 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 6,463 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0140 | | STS0006 | STS0007 | 8 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 1,278 |
| STP0141 | | STS0031 | STS0032 | 9.1 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 1,453 |
| STP0142 | | STS0028 | STP0149 | 19.1 | 3.1 | CON | RND | 375 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 5,659 |
| STP0143 | | STS0032 | STP0149 | 1.6 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 256 |
| STP0145 | | STS0025 | STS0026 | 8.1 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 1,294 |
| STP0146 | | STS0026 | STS0027 | 1.7 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 272 |
| STP0147 | | STS0027 | STS0028 | 47.4 | 3.1 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 11,410 |
| STP0148 | | STS0034 | STS0033 | 9 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 1,437 |
| STP0149 | | STP0142 | STS0029 | 88.1 | 1.7 | CON | RND | 375 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 22,431 |
| STP0150 | | STS0033 | STS0029 | 1.3 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 208 |
| STP0151 | | STS0029 | STS0030 | 58.5 | 1.7 | CON | RND | 450 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 15,368 |
| STP0152 | | STS0035 | STS0036 | 8 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 1,278 |
| STP0153 | | STS0030 | STP0155 | 22.2 | 1.7 | CON | RND | 450 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 5,832 |
| STP0154 | | STS0036 | STP0155 | 1.2 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 192 |
| STP0155 | | STP0153 | STS0037 | 29.3 | 1.7 | CON | RND | 450 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 7,697 |
| STP0159 | | STS0051 | STS0055 | 13 | 3.7 | CON | RND | 525 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,318 |
| STP0160 | | STS0052 | STS0051 | 8.3 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 1,326 |
| STP0161 | | STS0053 | STS0054 | 8.1 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 1,294 |
| STP0162 | | STS0054 | STP0163 | 1.4 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 224 |
| STP0163 | | STP0182 | STS0055 | 16.6 | 1.9 | CON | RND | 450 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 4,361 |
| STP0164 | | STS0055 | STS0056 | 42.1 | 3.7 | CON | RND | 525 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 13,983 |
| STP0172 | | STS0045 | STS0046 | 8 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 1,278 |
| STP0173 | | STS0042 | STP0184 | 28.1 | 1.8 | CON | RND | 375 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 7,154 |
| STP0174 | | STS0046 | STP0184 | 1.4 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 224 |
| STP0179 | | STS0044 | STS0043 | 7.9 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 1,262 |
| STP0180 | | STS0043 | STP0181 | 1.8 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 287 |
| STP0181 | | STP0189 | STS0042 | 36.7 | 1.8 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 7,942 |
| STP0182 | | STS0050 | STP0163 | 67.7 | 1.9 | CON | RND | 450 | 2000 | 79% | 2 | 3 | 6 | based on life cycle | 2075 | 17,785 |
| STP0183 | | STS0047 | STS0048 | 7.9 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 1,262 |
| STP0184 | | STP0173 | STP0186 | 76.6 | 1.8 | CON | RND | 375 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 19,503 |
| STP0185 | | STS0048 | STP0186 | 1.9 | 2.5 | PVC | RND | 200 | 2000 | 79% | 2 | 1 | 2 | based on life cycle | 2075 | 303 |
| STP0186 | | STP0184 | STS0049 | 5.3 | 1.8 | CON | RND | 375 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 1,349 |
| STP0187 | | STS0049 | STS0050 | 20.3 | 1.9 | CON | RND | 375 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 5,169 |
| STP0189 | | STS0041 | STP0181 | 42.5 | 1.8 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 9,198 |
| STP0192 | | STS0040 | STS0041 | 59.4 | 1.8 | CON | RND | 300 | 2000 | 79% | 2 | 2 | 4 | based on life cycle | 2075 | 12,855 |
| 3335 | RAPLEY BLVD | | | | | | | | 2000 | 79% | 2 | | 0 | based on life cycle | 2075 | 51,897 |
| STP0690 | | STS1925 | STS1926 | 6.4 | 2.7 | PVC | RND | 600 | 2001 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 2,752 |
| STP0691 | | STS1924 | STS1925 | 12.8 | 2.7 | PVC | RND | 600 | 2001 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 5,504 |
| STP0692 | | STS1923 | STS1924 | 61.7 | 2.2 | PVC | RND | 600 | 2001 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 26,533 |
| STP0693 | | STS1922 | STS1923 | 64.4 | 1.4 | PVC | RND | 450 | 2001 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 20,141 |
| STP0694 | | STS0377 | STS1922 | 7.3 | 2.5 | PVC | RND | 300 | 2001 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 2,064 |
| STP0695 | | STS0380 | STS1923 | 7.3 | 2.5 | PVC | RND | 300 | 2001 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 2,064 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0696 | | STS0383 | STS1924 | 7.2 | 2.5 | PVC | RND | 300 | 2001 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 2,035 |
| STP0706 | | STS1928 | STS1927 | 43.1 | 2.5 | PVC | RND | 375 | 2001 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 13,739 |
| STP0707 | | STS1927 | STS1925 | 5.9 | 2.5 | PVC | RND | 375 | 2001 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 1,881 |
| STP1072 | | STS0370 | STS0374 | 23.1 | 3.5 | CON | RND | 525 | 2001 | 80% | 1 | 3 | 3 | based on life cycle | 2076 | 9,968 |
| STP1073 | | STS0372 | STP1072 | 10.1 | 3.5 | CON | RND | 300 | 2001 | 80% | 1 | 2 | 2 | based on life cycle | 2076 | 3,159 |
| 1895 | CHESTNUT HILL | | | | | | | | 2001 | 80% | 1 | | 0 | based on life cycle | 2076 | 137,104 |
| STP0947 | | STS0906 | STS0907 | 8.2 | 2.4 | CON | RND | 300 | 2002 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 2,454 |
| STP0948 | | STS0907 | STS1972 | 17.4 | 2.4 | CON | RND | 300 | 2002 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 5,206 |
| STP0949 | | STS1972 | STS1221 | 51.4 | 2.4 | CON | RND | 300 | 2002 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 15,380 |
| STP0950 | | STS1222 | STS1221 | 8.5 | 2.4 | CON | RND | 300 | 2002 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 2,543 |
| STP0951 | | STS1221 | STS1220 | 65.9 | 2.4 | CON | RND | 300 | 2002 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 19,718 |
| STP0952 | | STS1649 | STP0951 | 14.2 | 2.4 | CON | RND | 300 | 2002 | 81% | 1 | 2 | 2 | based on life cycle | 2077 | 4,249 |
| STP0864 | | STS1219 | STS1220 | 8.4 | 2 | CON | RND | 300 | 2003 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 2,362 |
| STP0865 | | STS1220 | STS1951 | 20.4 | 2 | CON | RND | 300 | 2003 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 5,736 |
| STP0866 | | STS1224 | STS1951 | 20.6 | 2 | CON | RND | 300 | 2003 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 5,792 |
| STP0867 | | STS1951 | STS1230 | 43.4 | 2 | CON | RND | 300 | 2003 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 12,203 |
| STP0882 | | STS1223 | STS1224 | 10 | 2 | CON | RND | 300 | 2003 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 2,812 |
| STP1626 | | STS1228 | STS1230 | 8.9 | 2 | CON | RND | 300 | 2003 | 83% | 1 | 2 | 2 | based on life cycle | 2078 | 2,502 |
| STP0868 | | STS1250 | STP1604 | 8.4 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,362 |
| STP0869 | | STS1249 | STS1248 | 11 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 3,093 |
| STP0870 | | STS1248 | STS1247 | 8.7 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,446 |
| STP0871 | | STS1213 | STS1214 | 8.5 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,390 |
| STP0872 | | STS1214 | STS1952 | 2.3 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 647 |
| STP0873 | | STS1952 | STS1789 | 6.2 | 2 | CON | RND | 375 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 20,509 |
| STP0874 | | STS1211 | STS1212 | 8.5 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,390 |
| STP0875 | | STS1212 | STP0873 | 1.8 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 506 |
| STP0876 | | STS1244 | STS1624 | 9 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,531 |
| STP0877 | | STS1624 | STS1242 | 12.5 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 3,515 |
| STP0879 | | STS1953 | STS1243 | 8.5 | 2 | CON | RND | 375 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,812 |
| STP0880 | | STS1252 | STS1953 | 16.9 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 4,752 |
| STP0881 | | STS1251 | STS1252 | 7.9 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,221 |
| STP0883 | | STS1625 | STS1956 | 10.4 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,924 |
| STP0884 | | STS1956 | STS1955 | 50.4 | 2 | CON | RND | 375 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 16,672 |
| STP0885 | | STS1217 | STS1218 | 6.9 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 1,940 |
| STP0886 | | STS1218 | STS1955 | 1.4 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 394 |
| STP0887 | | STS1955 | STS1954 | 40.2 | 2 | CON | RND | 375 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 13,298 |
| STP0888 | | STS1215 | STS1216 | 6.9 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 1,940 |
| STP0889 | | STS1626 | STS1954 | 10.3 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,896 |
| STP0890 | | STS1954 | STS1957 | 30.9 | 2 | CON | RND | 375 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 10,222 |
| STP0891 | | STS1236 | STS1237 | 8.3 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,334 |
| STP0892 | | STS1237 | STS1957 | 11.8 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 3,318 |
| STP0893 | | STS1239 | STS1238 | 8.5 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,390 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0894 | | STS1238 | STS1215 | 10.9 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 3,065 |
| STP0895 | | STS1216 | STP0890 | 1.6 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 450 |
| STP0896 | | STS1957 | STS1952 | 38 | 2 | CON | RND | 375 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 12,570 |
| STP0897 | | STS1247 | STP0899 | 1.6 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 450 |
| STP0898 | | STS1245 | STP0899 | 1.1 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 309 |
| STP0899 | | STS1243 | STS1789 | 115.7 | 2 | CON | RND | 375 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 38,273 |
| STP0953 | | STS1241 | STP0955 | 9.3 | 2.5 | CON | RND | 250 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,377 |
| STP0954 | | STS1240 | STP0955 | 0.3 | 2.5 | CON | RND | 250 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 77 |
| STP0955 | | STS1974 | STS1953 | 87.8 | 2.5 | CON | RND | 375 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 32,476 |
| STP0956 | | STS1653 | STS1974 | 14.9 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 4,458 |
| STP0957 | | STS1653 | STS1652 | 8.7 | 2.5 | CON | RND | 250 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,224 |
| STP0958 | | STS1651 | STS1974 | 11.1 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 3,321 |
| STP0959 | | STS1973 | STS1974 | 41.1 | 2.5 | CON | RND | 375 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 15,202 |
| STP0960 | | STS1650 | STS1973 | 10 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,992 |
| STP1604 | | STS1249 | | 26.4 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 7,423 |
| STP1605 | | STS1648 | STS2166 | 43.2 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 12,926 |
| STP1606 | | STS2166 | STS1971 | 79.1 | 2.5 | CON | RND | 250 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 20,219 |
| STP1607 | | STS1647 | STS1971 | 5.1 | 2.5 | CON | RND | 250 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 1,304 |
| STP1608 | | STS1646 | STS1971 | 3.2 | 2.5 | CON | RND | 250 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 818 |
| STP1609 | | STS2168 | STP1606 | 3.8 | 2.5 | CON | RND | 250 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 971 |
| STP1610 | | STS2167 | STP1606 | 3.5 | 2.5 | CON | RND | 250 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 895 |
| STP1627 | | STS1246 | STS1245 | 8.4 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,362 |
| STP1629 | | STS1242 | STS1243 | 9.6 | 2 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,699 |
| ??? | TALBOT DR | | | | | | | | 2004 | 84% | 1 | | 0 | based on life cycle | 2079 | - |
| STP0211 | | STS0098 | STS0099 | 9.4 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,165 |
| STP0212 | | STS0100 | STS0101 | 7.4 | 2.5 | PVC | RND | 200 | 2004 | 84% | 1 | 1 | 1 | based on life cycle | 2079 | 1,182 |
| STP0213 | | STS0101 | STS0098 | 2.2 | 2.5 | PVC | RND | 200 | 2004 | 84% | 1 | 1 | 1 | based on life cycle | 2079 | 351 |
| STP0217 | | STS0099 | STP0220 | 55.1 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 12,690 |
| STP0218 | | STS0108 | STP0220 | 9 | 2.5 | PVC | RND | 200 | 2004 | 84% | 1 | 1 | 1 | based on life cycle | 2079 | 1,437 |
| STP0220 | | STP0217 | STS0107 | 3.9 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 898 |
| STP0221 | | STS0109 | STS0107 | 2.2 | 2.5 | PVC | RND | 200 | 2004 | 84% | 1 | 1 | 1 | based on life cycle | 2079 | 351 |
| STP0224 | | STS0117 | STP0222 | 9.3 | 2.5 | PVC | RND | 200 | 2004 | 84% | 1 | 1 | 1 | based on life cycle | 2079 | 1,485 |
| STP0226 | | STS0112 | STS0111 | 7.4 | 2.5 | PVC | RND | 200 | 2004 | 84% | 1 | 1 | 1 | based on life cycle | 2079 | 1,182 |
| STP0227 | | STS0107 | STP0229 | 43.1 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 9,926 |
| STP0228 | | STS0111 | STP0229 | 1.5 | 2.5 | PVC | RND | 200 | 2004 | 84% | 1 | 1 | 1 | based on life cycle | 2079 | 240 |
| STP0229 | | STP0227 | STS0110 | 6.8 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 1,566 |
| STP0230 | | STS0110 | STP0222 | 21.7 | 2.5 | CON | RND | 450 | 2004 | 84% | 1 | 3 | 3 | based on life cycle | 2079 | 6,354 |
| STP0231 | | STP0242 | STS0110 | 5.1 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 1,175 |
| STP0232 | | STS0113 | STP0231 | 1.6 | 2.5 | PVC | RND | 200 | 2004 | 84% | 1 | 1 | 1 | based on life cycle | 2079 | 256 |
| STP0233 | | STS0096 | STS0097 | 47.5 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 10,939 |
| STP0234 | | STS0097 | STS0098 | 58.8 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 13,542 |
| STP0241 | | STS0088 | STP0244 | 12.4 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,856 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0242 | | STP0246 | STP0231 | 50 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 11,515 |
| STP0243 | | STS0103 | STP0242 | 9.5 | 2.5 | PVC | RND | 200 | 2004 | 84% | 1 | 1 | 1 | based on life cycle | 2079 | 1,517 |
| STP0244 | | STP0241 | STP0248 | 20.1 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 4,629 |
| STP0245 | | STS0105 | STP0244 | 9.4 | 2.5 | PVC | RND | 200 | 2004 | 84% | 1 | 1 | 1 | based on life cycle | 2079 | 1,501 |
| STP0246 | | STS0102 | STP0242 | 9.2 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,119 |
| STP0247 | | STS0106 | STP0248 | 1.8 | 2.5 | PVC | RND | 200 | 2004 | 84% | 1 | 1 | 1 | based on life cycle | 2079 | 287 |
| STP0248 | | STP0244 | STS0089 | 17.5 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 4,030 |
| STP0249 | | STS0089 | STS0102 | 10.6 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 2,441 |
| STP0253 | | STS0104 | STS0102 | 48.5 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 11,170 |
| STP0255 | | STS0114 | STS0088 | 48 | 2.5 | CON | RND | 300 | 2004 | 84% | 1 | 2 | 2 | based on life cycle | 2079 | 11,055 |
| STP0800 | | STS0840 | STS1602 | 53.5 | 2.5 | CON | RND | 300 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 16,008 |
| STP0801 | | STS0841 | STS0840 | 8.3 | 2.5 | CON | RND | 300 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 2,484 |
| STP0802 | | STS0838 | STS1939 | 28.2 | 2.5 | CON | RND | 300 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 8,438 |
| STP0803 | | STS0839 | STS0838 | 7.9 | 2.5 | CON | RND | 300 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 2,364 |
| STP0804 | | STS1601 | STS0839 | 18 | 2.5 | CON | RND | 250 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 4,601 |
| STP0808 | | STS0837 | STS1939 | 46.4 | 2.5 | CON | RND | 375 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 17,163 |
| STP0809 | | STS1598 | STS0837 | 4.9 | 2.5 | CON | RND | 250 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 1,253 |
| STP0810 | | STS0836 | STS0837 | 7.9 | 2.5 | CON | RND | 300 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 2,364 |
| STP0811 | | STS1604 | STS0836 | 20.3 | 2.5 | CON | RND | 250 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 5,189 |
| STP0812 | | STS0763 | STS0837 | 69.2 | 2.5 | CON | RND | 300 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 20,706 |
| STP0813 | | STS1595 | STP0817 | 11 | 2.5 | CON | RND | 250 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 2,812 |
| STP0814 | | STS1596 | STS0762 | 8.6 | 2.5 | CON | RND | 250 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 2,198 |
| STP0815 | | STS0762 | STS0763 | 8.9 | 2.5 | CON | RND | 300 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 2,663 |
| STP0816 | | STS1597 | STS0763 | 5.2 | 2.5 | CON | RND | 250 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 1,329 |
| STP0817 | | STS1937 | STS0763 | 70.5 | 2.5 | CON | RND | 300 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 21,095 |
| STP0818 | | STS0761 | STS1937 | 7.7 | 2.5 | CON | RND | 300 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 2,304 |
| STP0819 | | STS1594 | STS0761 | 9.9 | 2.5 | CON | RND | 250 | 2005 | 85% | 1 | 2 | 2 | based on life cycle | 2080 | 2,531 |
| 1885 | VICTORIA ST | | | | | | | | 2005 | 85% | 1 | | 0 | based on life cycle | 2080 | 125,735 |
| STP0001 | | STS0125 | OF0025 | 56.60 | 1.6 | CON | HE | 855 | 2006 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 43,488 |
| STP0008 | | STS0126 | STS0125 | 36.2 | 1.5 | CON | RND | 600 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 10,683 |
| STP0009 | | STS0171 | STS0126 | 8.4 | 1.5 | CON | RND | 525 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 2,411 |
| STP0012 | | STS0124 | STS0126 | 78.3 | 2.8 | CON | RND | 600 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 28,091 |
| STP0014 | | STS0170 | STS0124 | 9 | 2.5 | PVC | RND | 375 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,208 |
| STP0018 | | STS0123 | STS0124 | 93.8 | 3 | PVC | RND | 450 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 25,293 |
| STP0036 | | STS0147 | STS0123 | 83 | 3 | PVC | RND | 375 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 26,458 |
| STP0047 | | STS0148 | STS0147 | 45.3 | 3 | PVC | RND | 375 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 14,440 |
| STP0053 | | STP0056 | STS0148 | 75.5 | 3.3 | PVC | RND | 375 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 25,088 |
| STP0054 | | STS0185 | STP0053 | 4.1 | 2.5 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,159 |
| STP0056 | | STS0149 | STP0053 | 10.6 | 2.5 | PVC | RND | 375 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 3,379 |
| STP0058 | | STS0180 | STP0053 | 8.3 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,484 |
| STP0059 | | STP0067 | STS0149 | 16.5 | 4.5 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 22,552 |
| STP0060 | | STS0186 | STP0059 | 4.6 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,376 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0062 | | STS0187 | STP0059 | 7.1 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,124 |
| STP0067 | | STP0068 | STP0059 | 68 | 4.5 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 92,941 |
| STP0068 | | STS0150 | STP0067 | 5.9 | 4.8 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 8,064 |
| STP0069 | | STP0078 | STS0150 | 4.1 | 4.8 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 5,604 |
| STP0070 | | STS0189 | STP0069 | 5.2 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,556 |
| STP0071 | | STS0188 | STP0067 | 6.7 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,005 |
| STP0078 | | STP0082 | STP0069 | 79.5 | 4.8 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 108,659 |
| STP0079 | | STS0190 | STP0078 | 5.3 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,586 |
| STP0082 | | STS0151 | STP0078 | 6.4 | 4.8 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 8,747 |
| STP0083 | | STP0087 | STS0151 | 6 | 4.3 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 8,201 |
| STP0085 | | STS0191 | STP0083 | 6.9 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,065 |
| STP0087 | | STP0088 | STP0083 | 63.5 | 4.3 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 86,791 |
| STP0088 | | STP0092 | STP0087 | 4 | 4.3 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 5,467 |
| STP0089 | | STS0193 | STP0088 | 4.9 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,466 |
| STP0091 | | STS0192 | STP0087 | 8.1 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,424 |
| STP0092 | | STS0152 | STP0088 | 16.5 | 4.3 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 22,552 |
| STP0102 | | STP0104 | STS0152 | 60 | 4.3 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 82,007 |
| STP0103 | | STS0194 | STP0102 | 7.1 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,124 |
| STP0104 | | STS0153 | STP0102 | 19 | 4.3 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 25,969 |
| STP0741 | | STS0376 | STS0374 | 22.8 | 1.8 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 6,034 |
| STP0742 | | STS1572 | STS0376 | 11.4 | 1.8 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 3,017 |
| STP0743 | | STS1573 | STS0376 | 33.2 | 1.8 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 8,786 |
| STP0744 | | STS1574 | STS1573 | 11 | 1.8 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,911 |
| STP1449 | | STS1727 | STS1757 | 8.2 | 1.8 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,170 |
| STP1450 | | STS0425 | STS1757 | 31.6 | 1.1 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 8,362 |
| STP1451 | | STS0424 | STS1726 | 9 | 1.8 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,382 |
| STP1452 | | STS1726 | STP1450 | 8 | 1.8 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,117 |
| STP1453 | | STS1759 | STS1758 | 7.6 | 1.8 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,011 |
| STP1454 | | STS1758 | STS0425 | 32.6 | 1.5 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 8,627 |
| STP1468 | | STS1766 | STS1765 | 6.9 | 1.8 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,940 |
| STP1469 | | STS1757 | STS1573 | 83.6 | 1.4 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 22,123 |
| STP1470 | | STS1765 | STS1767 | 88.6 | 1.7 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 23,447 |
| STP1471 | | STS1768 | STS1767 | 9 | 1.8 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,531 |
| STP1539 | | STS1781 | STS1780 | 9.5 | 1.8 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,671 |
| STP1540 | | STS1780 | | 33.8 | 1.8 | CON | RND | 600 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 12,960 |
| STP1541 | | STS1769 | STP1540 | 5.3 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,586 |
| STP1542 | | STS2141 | STS1780 | 75.4 | 1.4 | CON | RND | 600 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 28,910 |
| STP1543 | | STS2142 | STS2141 | 7.2 | 1.8 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,024 |
| STP1544 | | STS2143 | STS2141 | 91.1 | 1.4 | CON | RND | 600 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 34,930 |
| STP1545 | | STS2144 | STS2143 | 6.4 | 1.8 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,800 |
| STP1546 | | STS2146 | STS2145 | 6.4 | 1.8 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,800 |
| STP1547 | | STS2145 | STS2143 | 74.6 | 1.4 | CON | RND | 600 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 28,603 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP1548 | | STS1767 | STS2145 | 46.5 | 1.4 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 12,306 |
| STP1549 | | STS2149 | STS2150 | 9.3 | 1.8 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,615 |
| STP1550 | | STS2150 | STS2146 | 8.8 | 1.8 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,474 |
| STP1551 | | STS2147 | STS2148 | 9.7 | 1.8 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,727 |
| STP1552 | | STS2148 | STP1548 | 9.8 | 1.8 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,756 |
| STP1866 | | STS0993 | STP0056 | 1.6 | 2.5 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 452 |
| STP1867 | | STS0181 | STP0053 | 7.7 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,304 |
| STP1868 | | STS0182 | STP0053 | 4.8 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,436 |
| STP1869 | | STS0992 | STP0036 | 1.8 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 539 |
| STP1871 | | STS0183 | STP0036 | 9.5 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,843 |
| STP1872 | | STS0184 | STP0036 | 2.8 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 838 |
| STP1873 | | STS0991 | STP0036 | 6 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,795 |
| STP0002 | | STS0129 | STS0128 | 76.2 | 3.8 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 67,463 |
| STP0003 | | STS0128 | STS0127 | 82.1 | 3.8 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 72,686 |
| STP0004 | | STS0118 | OF0026 | 28.2 | 5.2 | CON | RND | 1350 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 49,803 |
| STP0005 | | STS0127 | STS0118 | 50.7 | 4.5 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 53,336 |
| STP0006 | | STS0130 | STS0129 | 44.6 | 4 | CON | RND | 1050 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 36,286 |
| STP0007 | | STS0131 | STS0130 | 47.2 | 3.8 | CON | RND | 1050 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 38,401 |
| STP0010 | | STS0132 | STS0131 | 86.4 | 4 | CON | RND | 1050 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 70,294 |
| STP0011 | | STS0119 | STS0118 | 92 | 3.9 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 81,451 |
| STP0013 | | STS0133 | STS0132 | 69.5 | 3.8 | CON | RND | 1050 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 56,544 |
| STP0015 | | STS0134 | STS0133 | 42.7 | 3.6 | CON | RND | 1050 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 34,740 |
| STP0016 | | STS0120 | STS0119 | 55.4 | 4 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 49,048 |
| STP0017 | | STS0135 | STS0134 | 72.6 | 3.7 | CON | RND | 1050 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 59,066 |
| STP0019 | | STS0121 | STS0120 | 64.9 | 4.5 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 68,274 |
| STP0020 | | STS0165 | STS0121 | 60.8 | 3.8 | CON | RND | 525 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 20,195 |
| STP0021 | | STS0136 | STS0135 | 71.3 | 3.2 | CON | RND | 750 | 2006 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 40,763 |
| STP0022 | | STS0122 | STS0121 | 9.7 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,234 |
| STP0024 | | STP0025 | STS0165 | 30.8 | 3.6 | CON | RND | 525 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 10,230 |
| STP0025 | | STP0029 | STP0024 | 0.8 | 2.5 | CON | RND | 525 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 256 |
| STP0026 | | STS0179 | STP0025 | 5.7 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,313 |
| STP0027 | | STS0178 | STP0024 | 4.2 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 967 |
| STP0028 | | STS0177 | STS0165 | 13.3 | 2.5 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 2,894 |
| STP0029 | | STS0166 | STP0025 | 37.2 | 3.2 | CON | RND | 525 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 12,356 |
| STP0030 | | STS0164 | STS0121 | 67.3 | 4.2 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 70,799 |
| STP0031 | | STP0033 | STS0164 | 1.1 | 4.4 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 1,157 |
| STP0032 | | STS0175 | STP0031 | 3.7 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 852 |
| STP0033 | | STP0040 | STP0031 | 0.5 | 4.4 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 526 |
| STP0034 | | STS0174 | STP0031 | 6.3 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,451 |
| STP0035 | | STS0176 | STS0164 | 15.3 | 2.5 | PVC | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 3,329 |
| STP0040 | | STS0154 | STP0033 | 57.3 | 4.4 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 60,279 |
| STP0041 | | STP0043 | STS0154 | 6.3 | 4.2 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 6,628 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|---------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| STP0042 | | STS0172 | STP0043 | 3.7 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 852 |
| STP0043 | | STP0057 | STP0041 | 1.4 | 4.2 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 1,473 |
| STP0044 | | STS0137 | STS0136 | 69.9 | 3.5 | CON | RND | 750 | 2006 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 39,962 |
| STP0045 | | STS0173 | STP0041 | 6.3 | 2.5 | CON | RND | 300 | 2006 | 87% | 1 | 2 | 2 | based on life cycle | 2081 | 1,451 |
| STP0057 | | STS0149 | STP0043 | 68.4 | 4.2 | CON | RND | 1200 | 2006 | 87% | 1 | 5 | 5 | based on life cycle | 2081 | 71,956 |
| STP0061 | | STS0138 | STS0137 | 70.1 | 3.4 | CON | RND | 750 | 2006 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 40,077 |
| STP0063 | | STS0155 | STS0149 | 27 | 3.3 | CON | RND | 675 | 2006 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 12,343 |
| STP0066 | | STS0139 | STS0138 | 70.7 | 2.8 | CON | RND | 750 | 2006 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 38,702 |
| STP0072 | | STS0140 | STS0139 | 69.3 | 3.6 | CON | RND | 750 | 2006 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 39,619 |
| STP0074 | | STS0156 | STS0155 | 53 | 3.3 | CON | RND | 525 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 17,604 |
| STP0077 | | STS0141 | STS0140 | 70 | 4.1 | CON | RND | 750 | 2006 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 41,640 |
| STP0086 | | STS0142 | STS0141 | 69.8 | 4 | CON | RND | 750 | 2006 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 39,905 |
| STP0090 | | STS0157 | STS0156 | 57.4 | 3.3 | CON | RND | 525 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 19,065 |
| STP0093 | | STS0143 | STS0142 | 51.1 | 4 | CON | RND | 750 | 2006 | 87% | 1 | 4 | 4 | based on life cycle | 2081 | 29,214 |
| STP0099 | | STS0144 | STS0143 | 32.3 | 3.5 | CON | RND | 450 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 9,869 |
| STP0105 | | STS0158 | STS0157 | 57.3 | 3.3 | PVC | RND | 450 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 16,048 |
| STP0106 | | STS0145 | STS0144 | 78.7 | 3.6 | PVC | RND | 450 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 22,041 |
| STP0110 | | STS0146 | STS0145 | 61.1 | 3.5 | PVC | RND | 450 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 17,112 |
| STP0111 | | STS0159 | STS0158 | 73.8 | 3.3 | PVC | RND | 450 | 2006 | 87% | 1 | 3 | 3 | based on life cycle | 2081 | 20,669 |
| 1075 | BRAMLEY ST N | | | | | | | | 2007 | 88% | 1 | | 0 | based on life cycle | 2082 | 39,456 |
| 1590 | NORTH ST | | | | | | | | 2007 | 88% | 1 | | 0 | based on life cycle | 2082 | 99,892 |
| STP1517 | | STS1728 | STS1722 | 42.9 | 1.8 | CON | RND | 450 | 2008 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 13,364 |
| STP1518 | | STS1721 | STS1722 | 9.2 | 1.8 | CON | RND | 300 | 2008 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 2,361 |
| STP1519 | | STS1722 | OF0015 | 36.9 | 1.8 | CON | RND | 450 | 2008 | 89% | 1 | 3 | 3 | based on life cycle | 2083 | 16,386 |
| STP1520 | | STS1772 | STS1729 | 6.2 | 1.8 | CON | RND | 300 | 2008 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 1,591 |
| STP1521 | | STS1729 | STS1777 | 40.6 | 1.8 | CON | RND | 375 | 2008 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 12,257 |
| STP1522 | | STS1774 | STP1523 | 7.6 | 1.8 | CON | RND | 300 | 2008 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 1,950 |
| STP1523 | | STP1526 | STS1777 | 9.6 | 1.8 | CON | RND | 300 | 2008 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 2,464 |
| STP1524 | | STS1777 | STS1728 | 35 | 1.8 | CON | RND | 375 | 2008 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 10,567 |
| STP1525 | | STS1775 | STS1776 | 7.4 | 1.8 | CON | RND | 300 | 2008 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 1,899 |
| STP1526 | | STS1776 | STP1523 | 83.7 | 1.8 | CON | RND | 300 | 2008 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 21,479 |
| STP1527 | | STS1779 | STS1778 | 8.9 | 1.8 | CON | RND | 300 | 2008 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 2,284 |
| STP1602 | | STS1778 | STS1776 | 93.2 | 1.8 | CON | RND | 300 | 2008 | 89% | 1 | 2 | 2 | based on life cycle | 2083 | 23,917 |
| 1800 | VICTORIA ST N | | | | | | | | 2008 | 89% | 1 | | 0 | based on life cycle | 2083 | 57,808 |
| 1805 | VICTORIA ST N | | | | | | | | 2008 | 89% | 1 | | 0 | based on life cycle | 2083 | 69,135 |
| 1810 | VICTORIA ST N | | | | | | | | 2008 | 89% | 1 | | 0 | based on life cycle | 2083 | 37,697 |
| 1815 | VICTORIA ST N | | | | | | | | 2008 | 89% | 1 | | 0 | based on life cycle | 2083 | 30,389 |
| 1820 | VICTORIA ST N | | | | | | | | 2008 | 89% | 1 | | 0 | based on life cycle | 2083 | 54,906 |
| 1825 | VICTORIA ST N | | | | | | | | 2008 | 89% | 1 | | 0 | based on life cycle | 2083 | 58,160 |
| 1830 | VICTORIA ST N | | | | | | | | 2008 | 89% | 1 | | 0 | based on life cycle | 2083 | 67,678 |
| 1835 | VICTORIA ST N | | | | | | | | 2008 | 89% | 1 | | 0 | based on life cycle | 2083 | 68,723 |
| 1840 | VICTORIA ST N | | | | | | | | 2008 | 89% | 1 | | 0 | based on life cycle | 2083 | 6,091 |

Municipality of Port Hope
2016 Asset Management Plan
Storm Sewer Linear - Storm Conduit

| Storm Conduit ID | Road Name/ Location | Up Stream Structure ID | Down Stream Structure ID | Conduit Length (m) | Conduit Depth (m) | Material | Conduit Shape | Conduit Width (mm) | Construction Year | % of Useful Life | Age Based Condition | Consequence of Failure | Risk | Timing of First Replacement Based on Risk | Timing of First Replacement Based on Life Cycle | Replacement Value (2015 \$) |
|------------------|-----------------------|------------------------|--------------------------|--------------------|-------------------|----------|---------------|--------------------|-------------------|------------------|---------------------|------------------------|------|---|---|-----------------------------|
| 1850 | VICTORIA ST N | | | | | | | | 2008 | 89% | 1 | | 0 | based on life cycle | 2083 | 63,751 |
| 1855 | VICTORIA ST N | | | | | | | | 2008 | 89% | 1 | | 0 | based on life cycle | 2083 | 56,140 |
| 1860 | VICTORIA ST N | | | | | | | | 2008 | 89% | 1 | | 0 | based on life cycle | 2083 | 54,888 |
| 1865 | VICTORIA ST N | | | | | | | | 2008 | 89% | 1 | | 0 | based on life cycle | 2083 | 62,811 |
| ??? | PETER ST | | | | | | | | 2009 | 91% | 1 | | 0 | based on life cycle | 2084 | 69,233 |
| ??? | DORSET ST W | | | | | | | | 2010 | 92% | 1 | | 0 | based on life cycle | 2085 | 261,129 |
| ??? | PEMBERTON DR | | | | | | | | 2014 | 97% | 1 | | 0 | based on life cycle | 2089 | 43,400 |
| ??? | BAULCH RD PARK SYSTEM | | | | | | | | 2014 | 97% | 1 | | 0 | based on life cycle | 2089 | 74,462 |

42,113

\$ 28,807,891

Municipality of Port Hope
 2016 Asset Management Plan
 Storm Sewer Linear

| Asset Description | Year | Useful Life | % Useful Life Remaining | Age Based Condition | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Asset Class | Replacement Value Estimate (2015 \$) |
|---|------|-------------|-------------------------|---------------------|--|------|---|---------------------------------------|--------------------|--------------------------------------|
| Storm Water Mgmt Pond - AON Subdivision | 2008 | 75 | 89% | 1 | 4 | 8 | based on life cycle | 2083 | Storm Sewer Linear | 1,700,000 |
| Baulch Rd Park - Storm Water System | 2014 | 75 | 97% | 1 | | 0 | based on life cycle | 2089 | Storm Sewer Linear | 75,000 |
| | | | | | | | | | \$ | 1,775,000 |

| Asset Class | Inventory | Replacement Value (2015 \$) |
|--------------|-----------|-----------------------------|
| Equipment | | \$ 2,765,000 |
| Total | | \$ 2,765,000 |

Municipality of Port Hope
2016 Asset Management Plan
Equipment

| Asset Description | Year | Useful Life | % Useful Life Remaining | Age Based Condition | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|---|------|-------------|-------------------------|---------------------|--|------|---|---------------------------------------|--------------------------------------|
| 2010 Library Books | 2010 | 7 | 14% | 4 | 1 | 4 | based on life cycle | 2017 | 64,600.00 |
| Walk Behind Floor Scrubber | 2006 | 10 | 0% | 5 | 1 | 5 | based on life cycle | 2017 | 7,000 |
| 5 Teknion Workstations | 2001 | 15 | 0% | 5 | 1 | 4 | based on life cycle | 2018 | 40,000 |
| 2011 Library Books | 2011 | 7 | 29% | 4 | 1 | 4 | based on life cycle | 2018 | 48,300.00 |
| Intoxillizer 5000C | 2001 | 10 | 0% | 5 | 5 | 15 | 2020 to 2024 | 2018 | 20,000 |
| Score Clock & Controller | 1997 | 10 | 0% | 5 | 1 | 5 | based on life cycle | 2018 | 9,000 |
| Defibrillator - TPRC | 2004 | 10 | 0% | 5 | 1 | 5 | based on life cycle | 2018 | 6,500 |
| Snow Plow Attachment | 2008 | 10 | 20% | 4 | 1 | 4 | based on life cycle | 2018 | 8,500 |
| Garbeurator - Fish Cleaning Station | 2009 | 10 | 30% | 4 | 1 | 1 | based on life cycle | 2018 | 10,500 |
| Z Master Cemetery Mower | 2013 | 5 | 40% | 3 | 1 | 3 | based on life cycle | 2018 | 12,000 |
| Gas Pumps (Canton) | 1994 | 20 | 0% | 5 | 4 | 16 | 2017 to 2021 | 2018 | 25,000 |
| Amperometrictitrater | 2001 | 5 | 0% | 5 | 1 | 5 | based on life cycle | 2018 | 6,000 |
| Sreco Sewer Rodder/Sewer Rodding Machine | 1989 | 10 | 0% | 5 | 1 | 3 | based on life cycle | 2018 | 40,000 |
| Sewer Camera For Confined Spaces-Everest | 2002 | 10 | 0% | 5 | 1 | 5 | based on life cycle | 2018 | 20,000 |
| Snow Plow Attachments With Wing (1) | 1997 | 10 | 0% | 5 | 5 | 15 | 2022 to 2026 | 2018 | 15,000 |
| Snow Plow Attachments With Wing (2) | 1999 | 10 | 0% | 5 | 5 | 15 | 2022 to 2026 | 2018 | 15,000 |
| Snow Plow Attachments With Wing (3) | 2007 | 10 | 10% | 4 | 5 | 15 | 2022 to 2026 | 2018 | 15,000 |
| Radio Detection Service Line Locator | 2005 | 10 | 0% | 5 | 1 | 3 | based on life cycle | 2018 | 5,000 |
| CET Portable Pump - On Truck #182 | 2001 | 10 | 0% | 5 | 4 | 12 | 2020 to 2024 | 2019 | 12,000 |
| Extrication Power Pack & Tool Attach-Welc | 2007 | 10 | 10% | 4 | 4 | 12 | 2020 to 2024 | 2019 | 40,000 |
| Extrication Power Pack - Garden Hill | 2007 | 10 | 10% | 4 | 4 | 12 | 2020 to 2024 | 2019 | 12,000 |
| Extrication Tool Attachments -Garden Hill | 1998 | 10 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2019 | 25,000 |
| Extrication Power Pack & Tool Attach-PH | 2000 | 10 | 0% | 5 | 4 | 20 | 2015 to 2019 | 2019 | 25,000 |
| Security Protection For Books | 2001 | 15 | 0% | 5 | 1 | 5 | based on life cycle | 2019 | 12,000.00 |
| 2012 Library Books | 2012 | 7 | 43% | 3 | 1 | 3 | based on life cycle | 2019 | 57,000.00 |
| Diesel Pump - 4inch (Gorman-Rupp) | 2004 | 10 | 0% | 5 | 1 | 2 | based on life cycle | 2019 | 90,000 |
| CET Portable Pump - On Truck #183 | 2006 | 10 | 0% | 5 | 4 | 8 | based on life cycle | 2020 | 8,000 |
| Millwork-Circulation Desk Tables etc. | 2002 | 15 | 7% | 4 | 1 | 2 | based on life cycle | 2020 | 38,000.00 |
| Signage - Interior/Exterior | 2002 | 15 | 7% | 4 | 1 | 2 | based on life cycle | 2020 | 11,400.00 |
| 2013 Library Books | 2013 | 7 | 57% | 3 | 1 | 3 | based on life cycle | 2020 | 62,900.00 |
| Natural Gas Refuelling Station | 2000 | 20 | 20% | 4 | 1 | 4 | based on life cycle | 2020 | 15,000 |
| Blademaster Skate Sharpening Machine | 1995 | 10 | 0% | 5 | 1 | 5 | based on life cycle | 2020 | 11,500 |
| Fuel Tank - Coloured Diesel | 2002 | 20 | 30% | 3 | 4 | 12 | 2022 to 2026 | 2020 | 25,000 |
| Confined Space Entry Equipment | 2007 | 10 | 10% | 4 | 5 | 10 | 2022 to 2026 | 2020 | 10,000 |
| Snow Wing - 10 Ft W/ Hydraulic Kit | 2008 | 10 | 20% | 4 | 5 | 10 | 2022 to 2026 | 2020 | 30,000 |
| Wood/Brush Chipper | 2001 | 10 | 0% | 5 | 3 | 12 | 2022 to 2026 | 2020 | 50,000 |
| Plow Blade - Western 8ft ZMVP | 2008 | 10 | 20% | 4 | 5 | 15 | 2022 to 2026 | 2020 | 12,000 |
| Trench Box | 1995 | 10 | 0% | 5 | 1 | 2 | based on life cycle | 2020 | 10,000 |
| Man Lift - Elevated Platform | 2006 | 10 | 0% | 5 | 1 | 1 | based on life cycle | 2020 | 30,000 |
| 3-ton Floor Hoist JOC | 2012 | 5 | 20% | 4 | 3 | 6 | based on life cycle | 2020 | 10,000 |
| WTP Flygt Submerisble Pump 1 | 2014 | 15 | 87% | 1 | 2 | 4 | based on life cycle | 2020 | 15,000 |
| WTP Flygt Submerisble Pump 2 | 2005 | 15 | 27% | 4 | 2 | 4 | based on life cycle | 2020 | 15,000 |
| WTP Flygt Submerisble Pump 3 | 2005 | 15 | 27% | 4 | 2 | 4 | based on life cycle | 2020 | 15,000 |
| WTP Flygt Submerisble Pump 4 | 2005 | 15 | 27% | 4 | 2 | 4 | based on life cycle | 2020 | 15,000 |
| WTP Flygt Submerisble Pump 5 | 2005 | 15 | 27% | 4 | 2 | 4 | based on life cycle | 2020 | 15,000 |
| WTP Flygt Submerisble Pump 6 | 2005 | 15 | 27% | 4 | 2 | 4 | based on life cycle | 2020 | 15,000 |
| Generator | 2011 | 10 | 50% | 3 | 4 | 8 | based on life cycle | 2021 | 60,000 |
| Bunker Gear Rack | 2011 | 10 | 50% | 3 | 1 | 2 | based on life cycle | 2021 | 12,000 |
| Library Book Collections - 2014 | 2014 | 7 | 71% | 2 | 1 | 2 | based on life cycle | 2021 | 50,000.00 |
| Fire Hydraulic Rescue Tools | 2012 | 10 | 60% | 2 | 4 | 8 | based on life cycle | 2022 | 25,000 |
| Inflatable Fire Safety House | 2012 | 10 | 60% | 2 | 1 | 2 | based on life cycle | 2022 | 10,000 |
| 2015 Library Book Collection | 2015 | 7 | 86% | 1 | 1 | 1 | based on life cycle | 2022 | 38,000.00 |
| Sand Spreader - Equipfab | 2008 | 10 | 20% | 4 | 1 | 4 | based on life cycle | 2022 | 7,000 |

| | | | | | | | | | |
|---|------|----|------|---|---|----|---------------------|------|-----------|
| WTP Air Compressor Head | 2012 | 10 | 60% | 2 | 1 | 1 | based on life cycle | 2022 | 8,000 |
| 36 SCBA Units & 2 Portable Air Supplies | 2008 | 15 | 47% | 3 | 5 | 15 | 2020 to 2024 | 2023 | 650,000 |
| 2016 Library Book Collection | 2016 | 7 | 100% | 1 | 1 | 1 | based on life cycle | 2023 | 51,000.00 |
| Coin Sorter, Mach3 with Attachments | 2014 | 10 | 80% | 1 | 1 | 1 | based on life cycle | 2024 | 6,000 |
| Laser Driven Extinguisher Training Unit | 2014 | 10 | 80% | 1 | 1 | 2 | based on life cycle | 2024 | 10,000 |
| Generac Generator - 11 KW | 2014 | 10 | 80% | 1 | 5 | 15 | 2020 to 2024 | 2024 | 9,000 |
| Police Antena and Cable | 2014 | 10 | 80% | 1 | 5 | 15 | 2020 to 2024 | 2024 | 6,000 |
| Identification Fuming Chamber | 2014 | 10 | 80% | 1 | 2 | 2 | based on life cycle | 2024 | 30,000 |
| LiveScan Fingerprinting Unit | 2014 | 10 | 80% | 1 | 2 | 2 | based on life cycle | 2024 | 40,000 |
| Parks Mower | 2012 | 12 | 67% | 2 | 1 | 2 | based on life cycle | 2024 | 24,000 |
| Sewer Rodding Machine | 2014 | 10 | 80% | 1 | 1 | 3 | based on life cycle | 2024 | 40,000 |
| Compressor for Breathing Air Apparatus | 2015 | 10 | 90% | 1 | 3 | 3 | based on life cycle | 2025 | 30,000 |
| Fixed Library Shelving | 2002 | 15 | 7% | 4 | 1 | 2 | based on life cycle | 2025 | 92,800.00 |
| Specialized Library Furniture | 2002 | 15 | 7% | 4 | 1 | 2 | based on life cycle | 2025 | 31,300.00 |
| Library Furniture | 2002 | 15 | 7% | 4 | 1 | 3 | based on life cycle | 2025 | 42,700.00 |
| Commercial Leaf Vacuum | 2009 | 10 | 30% | 3 | 1 | 3 | based on life cycle | 2025 | 20,000 |
| Aquatic Sound System | 2010 | 10 | 40% | 3 | 1 | 4 | based on life cycle | 2025 | 10,000 |
| Bandshell Movable Ramp | 2015 | 10 | 90% | 1 | 1 | 1 | based on life cycle | 2025 | 12,000 |
| Valve Turning Equipment-Trailer | 2011 | 10 | 50% | 3 | 1 | 1 | based on life cycle | 2025 | 80,000 |
| Score Clock | 2002 | 10 | 0% | 5 | 1 | 5 | based on life cycle | 2026 | 9,000 |
| Above Ground Fuel Tanks | 2008 | 20 | 60% | 2 | 4 | 8 | based on life cycle | 2028 | 25,000 |
| Folding Machine | 2015 | 15 | 93% | 1 | 1 | 1 | based on life cycle | 2030 | 12,000 |
| Police Station - Furniture & Fixtures | 2015 | 15 | 93% | 1 | 1 | 1 | based on life cycle | 2030 | 150,000 |
| Casket lowering device | 2011 | 20 | 75% | 2 | 1 | 2 | based on life cycle | 2031 | 5,000 |
| Ganaraska River Pk Benches | 2011 | 20 | 75% | 2 | 1 | 2 | based on life cycle | 2031 | 14,000 |
| Marina Fuel Tank | 2014 | 20 | 90% | 1 | 1 | 1 | based on life cycle | 2034 | 22,000 |
| Standby Diesel Gen-set | 2014 | 20 | 90% | 1 | 4 | 4 | based on life cycle | 2034 | 70,000 |
| Police Firearms Storage Unit | 2010 | 25 | 76% | 2 | 5 | 10 | 2020 to 2024 | 2035 | 9,000 |

\$ 2,765,000

| Asset Class | Inventory | Replacement Value (2015 \$) |
|--------------------|------------------|------------------------------------|
| Land Improvements | | \$ 14,817,865 |
| Total | | \$ 14,817,865 |

| Asset Description | Year | Useful Life | % Useful Life Remaining | Condition Score | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|--|------|-------------|-------------------------|-----------------|--|------|---|---------------------------------------|--------------------------------------|
| Optimist Park - Small Play Structure | 1994 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2016 | 50,000 |
| Entrance Signs On 401 (2 In Total) | 1999 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 15,000 |
| Garden Hill Park - Medium Play Structure | 1996 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 50,000 |
| Agricultural Park - Stone Pillars | 1971 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 25,000 |
| Fire Hall - Port Hope - Parking Lot | 1970 | 20 | 0% | 4 | 2 | 8 | based on life cycle | 2018 | 80,000 |
| Agricultural Park - Two Dug Outs | 1971 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 20,000 |
| Caroline St. Park - Redevelopment | 1994 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 300,000 |
| Lions Centre - Ball Diamond #1 | 1986 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 70,000 |
| Lions Centre - Ball Diamond #2 | 1986 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 70,000 |
| Canton Municipal Offices - Parking Lot | 1988 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 80,000 |
| Lions Centre - Parking Lot | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 250,000 |
| Chalmers Park - Small Play Structure | 1992 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 20,000 |
| Lions Centre - Slide & Single Base Swing | 1989 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 5,500 |
| Welcome Park - Medium Play Structure | 1998 | 20 | 5% | 4 | 2 | 8 | based on life cycle | 2018 | 50,000 |
| Wladyka Park - Small Play Structure | 1996 | 20 | 0% | 4 | 2 | 8 | based on life cycle | 2018 | 50,000 |
| Pioneer Cemetery - Brick Wall/Fence | 1971 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 25,000 |
| Agricultural Park - Fencing - 4ft - 610m | 1971 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 40,000 |
| Agricultural Park - Fencing - 6ft -2120m | 1971 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 139,000 |
| Agricultural Park - Fencing - 12ft -550m | 1971 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 36,000 |
| Lions Centre - Fence | 1989 | 15 | 0% | 4 | 2 | 8 | based on life cycle | 2018 | 20,000 |
| Memorial Park - 2 Garden Walls | 1975 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2018 | 15,000 |
| Elias St. (1) - Parking Lot | 1998 | 20 | 5% | 4 | 2 | 8 | based on life cycle | 2018 | 69,000 |
| Elias St. (2) - Parking Lot | 1998 | 20 | 5% | 4 | 2 | 8 | based on life cycle | 2018 | 53,000 |
| Elias St. (3) - Parking Lot | 1998 | 20 | 5% | 4 | 2 | 8 | based on life cycle | 2018 | 165,000 |
| Hope St PS - Fencing | 1988 | 15 | 0% | 4 | 2 | 8 | based on life cycle | 2018 | 15,000 |
| Fire Hall - Welcome - Parking Lot | 1979 | 20 | 0% | 3 | 2 | 6 | based on life cycle | 2019 | 80,000 |
| Garden Hill Park - Basketball - Fenced | 1999 | 20 | 10% | 4 | 2 | 8 | based on life cycle | 2019 | 35,000 |
| Caroline Park - Parking Lot | 1994 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 40,000 |
| East Beach - Parking Lot | 1996 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 60,000 |
| Agricultural Park -Medium Play Structure | 1971 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 50,000 |
| Garden Hill Park - Fencing On Diamond #1 | 1995 | 15 | 0% | 4 | 2 | 8 | based on life cycle | 2019 | 20,000 |
| Garden Hill Park - Fencing On Diamond #2 | 1979 | 15 | 0% | 4 | 2 | 8 | based on life cycle | 2019 | 20,000 |
| Garden Hill Park - Fencing | 1979 | 15 | 0% | 4 | 2 | 8 | based on life cycle | 2019 | 30,000 |
| Sewage Treatment Plant - Fencing | 2009 | 15 | 47% | 3 | 2 | 6 | based on life cycle | 2019 | 120,000 |
| Ganaraska Region Archives - Parking Lot | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 8,000 |

| Asset Description | Year | Useful Life | % Useful Life Remaining | Condition Score | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|---|------|-------------|-------------------------|-----------------|--|------|---|---------------------------------------|--------------------------------------|
| Town Hall & Chambers - Parking Lot | 1977 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 273,000 |
| Fire Hall - Garden Hill - Parking Lot | 1982 | 20 | 0% | 4 | 2 | 8 | based on life cycle | 2020 | 150,000 |
| Agricultural Park - 3 Sets Of Bleachers | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 15,000 |
| Wladyka Park - Ball Diamond #1 | 1982 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 70,000 |
| Wladyka Park - Ball Diamond #2 | 1982 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 70,000 |
| Young St. Park - Re-Development Project | 1991 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 60,000 |
| Caroline St. Park - 12 Lights | 1994 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 80,000 |
| Rotary Park - Old Lighting | 1966 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 8,000 |
| Wladyka Park - Diamond #1 Lighting | 1982 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 80,000 |
| Wladyka Park - Diamond #2 Lighting | 1995 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 80,000 |
| West Beach - Parking Lot | 1985 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 20,000 |
| Welcome Park - Tennis Court Fencing | 1984 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 10,000 |
| Water Treatment Plant - Fencing | 2008 | 12 | 25% | 1 | 2 | 2 | based on life cycle | 2020 | 70,000 |
| Sweetheart Estates Park-Chain Link Fence | 2006 | 15 | 27% | 4 | 2 | 8 | based on life cycle | 2021 | 35,000 |
| Wladyka Park - Chain Link Fencing | 1982 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2021 | 20,000 |
| Wladyka Park - Fencing-Flood Light Tower | 1997 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2021 | 9,000 |
| Mill Street PS - Parking Lot | 2001 | 20 | 20% | 2 | 2 | 4 | based on life cycle | 2021 | 43,000 |
| Mary J. Benson Library - Parking Lot | 2002 | 20 | 25% | 4 | 2 | 8 | based on life cycle | 2022 | 60,000 |
| Town Park - Tennis Courts | 2002 | 20 | 25% | 4 | 2 | 8 | based on life cycle | 2022 | 90,000 |
| Agricultural/Town Park - Soccer Lights | 2002 | 20 | 25% | 4 | 2 | 8 | based on life cycle | 2022 | 160,000 |
| Kings Field Park - Parking Lot | 2002 | 20 | 25% | 4 | 2 | 8 | based on life cycle | 2022 | 11,500 |
| TPRC - Parking Lot | 2002 | 20 | 25% | 4 | 2 | 8 | based on life cycle | 2022 | 325,000 |
| TPRC - Parking Lot (Rear Lot) | 2002 | 20 | 25% | 4 | 2 | 8 | based on life cycle | 2022 | 50,000 |
| TPRC - Parking Lot (West Lot) | 2002 | 20 | 25% | 4 | 2 | 8 | based on life cycle | 2022 | 145,000 |
| Caroline St. Park - 2-Bay Swing & Slide | 1994 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 10,000 |
| Hewson Park - Playground Equipment | 1990 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 50,000 |
| Memorial Park - Playground Equipment | 1975 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2022 | 20,000 |
| West Beach - Medium Play Structure | 1985 | 20 | 0% | 4 | 2 | 8 | based on life cycle | 2022 | 50,000 |
| Optimist Park - Fencing | 1994 | 15 | 0% | 4 | 2 | 8 | based on life cycle | 2022 | 20,000 |
| Jocelyn St. Reservoir - Parking Lot | 1987 | 20 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2022 | 16,000 |
| PH Cemetery - Aluminum Fencing - 340 Ft | 2008 | 15 | 40% | 3 | 2 | 6 | based on life cycle | 2023 | 15,000 |
| PW Ward 1 Bldg - Parking Lot (Staff Lot) | 1975 | 20 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2023 | 74,000 |
| Victoria Street Works - Fencing (east facing) | 1975 | 15 | 0% | 2 | 2 | 4 | based on life cycle | 2023 | 40,000 |
| Paving For Fuel Tanks | 2008 | 15 | 40% | 2 | 4 | 8 | based on life cycle | 2023 | 30,000 |
| Rapley Park - Soccer Pitch (No Fencing) | 2004 | 20 | 35% | 3 | 2 | 6 | based on life cycle | 2024 | 35,000 |

| Asset Description | Year | Useful Life | % Useful Life Remaining | Condition Score | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|--|------|-------------|-------------------------|-----------------|--|------|---|---------------------------------------|--------------------------------------|
| Welcome Park - Ball Diamond #1 | 1976 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2024 | 70,000 |
| Welcome Park - Ball Diamond #2 | 1976 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2024 | 70,000 |
| Welcome Park - Ball Diamond #3 | 1976 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2024 | 70,000 |
| Agricultural Park - 2 Lights - Soccer | 2004 | 20 | 35% | 3 | 2 | 6 | based on life cycle | 2024 | 55,000 |
| Rotary Park - Lighting - 7 Lights | 2004 | 20 | 35% | 3 | 2 | 6 | based on life cycle | 2024 | 65,000 |
| Young St. Park - Small Play Structure | 2004 | 20 | 35% | 3 | 2 | 6 | based on life cycle | 2024 | 50,000 |
| PW Bldg - Ward 2 - Parking Lot | 1987 | 20 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2024 | 237,000 |
| Garden Hill Park - Ball Diamonds #3 | 1979 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 70,000 |
| Garden Hill Park - Ball Diamonds #4 | 1979 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 70,000 |
| Welcome Park - Tennis Court Paved | 1984 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 25,000 |
| Mill St PS/Fish Cleaning - Parking Lot | 1996 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 45,000 |
| Garden Hill Library & Park - Parking Lot | 1988 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 150,000 |
| Lake St. Trail #1 - Parking Lot | 1993 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 35,000 |
| Lake St. Trail #2 - Parking Lot | 1993 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 25,000 |
| Optimist Park - Parking Lot | 1994 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 15,500 |
| Optimist Park - Parking Lot | 1994 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 13,000 |
| Commons Park - Playground (Little Hope) | 1997 | 20 | 0% | 1 | 2 | 2 | based on life cycle | 2025 | 50,000 |
| Highland Estates - Medium Play Structure | 1999 | 20 | 10% | 4 | 2 | 8 | based on life cycle | 2025 | 50,000 |
| Rapley Park - Small Play Structure | 2005 | 20 | 40% | 3 | 2 | 6 | based on life cycle | 2025 | 50,000 |
| Pioneer Cemetery - Stairs With Pillars | 1971 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 75,000 |
| Rotary Park - Interlocking Pathway | 2003 | 15 | 7% | 4 | 2 | 8 | based on life cycle | 2025 | 95,000 |
| Young St. Park - Retaining Wall | 1991 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2025 | 15,000 |
| Victoria St. Park Fencing | 2010 | 15 | 53% | 2 | 2 | 4 | based on life cycle | 2025 | 12,000 |
| Sweetheart Estates Park - Sm Play Struct | 2006 | 20 | 45% | 3 | 2 | 6 | based on life cycle | 2026 | 50,000 |
| Town Park Fencing | 2011 | 15 | 60% | 2 | 2 | 4 | based on life cycle | 2026 | 9,500 |
| Riverside Park Improvements | 2011 | 15 | 60% | 2 | 2 | 4 | based on life cycle | 2026 | 111,000 |
| Eastside Park | 2011 | 15 | 60% | 2 | 2 | 4 | based on life cycle | 2026 | 122,000 |
| Farini Gardens | 2011 | 15 | 60% | 2 | 2 | 4 | based on life cycle | 2026 | 86,000 |
| PW Ward 1 - Parking Lot (Works Yard Lot) | 1975 | 20 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2026 | 312,000 |
| Rapley Park (Ottery) - Parking Lot | 2007 | 20 | 50% | 3 | 2 | 6 | based on life cycle | 2027 | 12,500 |
| Wladyka Park - Hydro Bunker | 2008 | 20 | 55% | 3 | 2 | 6 | based on life cycle | 2028 | 18,000 |
| Parking Lot Upgrade-North Side-Fall Fair | 2008 | 20 | 55% | 3 | 2 | 6 | based on life cycle | 2028 | 13,500 |
| Cemetery Veterans Gates | 2013 | 15 | 73% | 1 | 2 | 2 | based on life cycle | 2028 | 26,000 |
| Ganaraska River Railings | 2013 | 15 | 73% | 1 | 2 | 2 | based on life cycle | 2028 | 20,000 |
| Business Park Sign (Henderson St) | 2014 | 15 | 80% | 2 | 2 | 4 | based on life cycle | 2029 | 6,000 |

| Asset Description | Year | Useful Life | % Useful Life Remaining | Condition Score | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|--|------|-------------|-------------------------|-----------------|--|------|---|---------------------------------------|--------------------------------------|
| Welcome Park - Ball Diamond #2 Upgrades | 2009 | 20 | 60% | 2 | 2 | 4 | based on life cycle | 2029 | 20,000 |
| Memorial Park Playground | 2009 | 20 | 60% | 2 | 2 | 4 | based on life cycle | 2029 | 140,000 |
| Cavan St. Trial Bank Stabiliz/Crib Wall | 2009 | 20 | 60% | 2 | 2 | 4 | based on life cycle | 2029 | 40,000 |
| Young St. Playground Structure | 2009 | 20 | 60% | 2 | 2 | 4 | based on life cycle | 2029 | 50,000 |
| Beatty Lane Trail Upgrades | 2009 | 20 | 60% | 2 | 2 | 4 | based on life cycle | 2029 | 9,500 |
| Sewage Treatment Plant - Parking Lot | 2009 | 20 | 60% | 1 | 2 | 2 | based on life cycle | 2029 | 79,000 |
| Sewage Treatment Plant - Parking Lot | 2009 | 20 | 60% | 1 | 2 | 2 | based on life cycle | 2029 | 179,000 |
| Directional Signage Leading Downtown | 2015 | 15 | 87% | 1 | 2 | 2 | based on life cycle | 2030 | 143,000 |
| Agricultural Park - Soccer Pitch | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 510,000 |
| Agricultural Park - Ball Diamond #1 | 1971 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 70,000 |
| Agricultural Park - Ball Diamond #2 | 1971 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 70,000 |
| Garden Hill Park - Ball Diamonds #1 | 1979 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 70,000 |
| Garden Hill Park - Ball Diamonds #2 | 1979 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 70,000 |
| Highland Estates - Ball Back Stop | 1999 | 20 | 10% | 4 | 2 | 8 | based on life cycle | 2030 | 20,000 |
| Kings Park - Ball Diamond | 2002 | 0 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 70,000 |
| Kings Park - Soccer Pitch | 2002 | 0 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 55,000 |
| Optimist Park - Ball Diamond | 1984 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 70,000 |
| Optimist Park - Backstop | 1994 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 10,000 |
| Lake St. Trail | 1995 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 35,000 |
| Agricultural Park - Hydro Bunkers #1 | 1971 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 4,000 |
| Agricultural Park - Hydro Bunkers #2 | 1971 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 4,000 |
| Memorial Park-Elect Service/Utility Shed | 1999 | 20 | 10% | 4 | 2 | 8 | based on life cycle | 2030 | 5,000 |
| Agricultural Park - Soccer Floodlights | 1971 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 120,000 |
| Agricultural Park - 8 Light Posts | 1987 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 140,000 |
| Agricultural Park -Lighting Ball Diamond | 1995 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 80,000 |
| Rotary Park - Hydro Bunker | 2004 | 20 | 35% | 3 | 2 | 6 | based on life cycle | 2030 | 18,000 |
| Riverside Park - Parking Lot | 2000 | 20 | 15% | 4 | 2 | 8 | based on life cycle | 2030 | 33,500 |
| Welcome Park - Parking Lot | 1996 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 65,000 |
| Wladyka Park #1 - Parking Lot | 1982 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 53,500 |
| Wladyka Park #2 - Parking Lot | 1982 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 48,000 |
| Cavan St. - Parking Lot | 1981 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 75,000 |
| Marina - Parking Lot | 1995 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 40,000 |
| Ruth Clarke Activity Centre -Parking Lot | 1983 | 20 | 0% | 1 | 2 | 2 | based on life cycle | 2030 | 15,000 |
| PH Cemetery - Steel Fencing - 460 Ft | 1998 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 15,000 |
| PH Cemetery - Entrance Gate (1) | 2006 | 15 | 27% | 4 | 2 | 8 | based on life cycle | 2030 | 50,000 |

| Asset Description | Year | Useful Life | % Useful Life Remaining | Condition Score | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|--|------|-------------|-------------------------|-----------------|--|------|---|---------------------------------------|--------------------------------------|
| PH Cemetery - Entrance Gate (2) | 1901 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 35,000 |
| PH Cemetery - Entrance Gate (3) | 1901 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 35,000 |
| Hewson Park - Chain Link Fencing | 1990 | 15 | 0% | 4 | 2 | 8 | based on life cycle | 2030 | 30,000 |
| Highland Estates - Chain Link Fencing | 1999 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 30,000 |
| Welcome Park - Chain Link Fencing | 1995 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 10,000 |
| Young St. Park - Chain Link Fencing | 1991 | 15 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 13,000 |
| Marina - Loading Dock And Pier & Wharf | 1901 | 50 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2030 | 2,000,000 |
| Alex Carruthers Park Sport Lighting | 2010 | 20 | 65% | 2 | 2 | 4 | based on life cycle | 2030 | 90,000 |
| Skate Park | 2010 | 20 | 65% | 1 | 2 | 2 | based on life cycle | 2030 | 425,000 |
| Sculthorpe Woodland Marsh Trail | 2010 | 20 | 65% | 2 | 2 | 4 | based on life cycle | 2030 | 25,000 |
| Trefusis Park Playground Equipment | 2010 | 20 | 65% | 2 | 2 | 4 | based on life cycle | 2030 | 50,000 |
| Canton Cenotaph | 2010 | 20 | 65% | 2 | 2 | 4 | based on life cycle | 2030 | 80,000 |
| Ganaraska River Trail - River Railings | 2015 | 15 | 87% | 1 | 2 | 2 | based on life cycle | 2030 | 20,000 |
| East Beach Play Structure | 2014 | 20 | 85% | 1 | 2 | 2 | based on life cycle | 2030 | 50,000 |
| Baulch Rd Dog Park | 2015 | 15 | 87% | 1 | 2 | 2 | based on life cycle | 2030 | 35,000 |
| Water Treatment Plant - Parking Lot | 2008 | 17 | 47% | 3 | 2 | 6 | based on life cycle | 2030 | 262,000 |
| Town Park Lighting | 2011 | 20 | 70% | 2 | 2 | 4 | based on life cycle | 2031 | 225,000 |
| Trefussis Pk Playground | 2011 | 20 | 70% | 2 | 2 | 4 | based on life cycle | 2031 | 50,000 |
| Ganaraska River Trail | 2011 | 20 | 70% | 2 | 2 | 4 | based on life cycle | 2031 | 225,000 |
| Port Hope Skate Park - completion | 2013 | 20 | 80% | 1 | 1 | 1 | based on life cycle | 2033 | 20,000 |
| Town Park - Tennis Court Resurfacing | 2013 | 20 | 80% | 1 | 2 | 2 | based on life cycle | 2033 | 25,000 |
| Cemetery Parking Lot | 2014 | 20 | 85% | 1 | 2 | 2 | based on life cycle | 2034 | 27,000 |
| Baulch Rd Park - Soccer Fields | 2014 | 20 | 85% | 1 | 2 | 2 | based on life cycle | 2034 | 515,000 |
| Baulch Rd Park - Gravel Parking Lot | 2014 | 20 | 85% | 1 | 2 | 2 | based on life cycle | 2034 | 130,000 |
| Baulch Rd Park - Pedestrial Trails | 2014 | 20 | 85% | 1 | 2 | 2 | based on life cycle | 2034 | 95,000 |
| Elias Parking Lot Addition | 2014 | 20 | 85% | 1 | 2 | 2 | based on life cycle | 2034 | 8,000 |
| Police Station - Parking Lot | 2015 | 20 | 90% | 1 | 2 | 2 | based on life cycle | 2035 | 43,757 |
| Police Station - Sidewalk | 2015 | 40 | 95% | 1 | 2 | 2 | based on life cycle | 2055 | 43,609 |
| Marina Boardwalk | 2011 | 50 | 88% | 2 | 2 | 4 | based on life cycle | 2061 | 600,000 |
| Lake St. Trail | 1997 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | | 25,000 |
| Jack Burger Sports Complex - Parking Lot | 1985 | 20 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017/2025 | 450,000 |

\$ 14,817,865

| Asset Class | Inventory | Replacement Value (2015 \$) |
|--------------|-----------|-----------------------------|
| Technology | | \$ 1,761,605 |
| Total | | \$ 1,761,605 |

Municipality of Port Hope
2016 Asset Management Plan
Technology

| Asset Description | Year | Useful Life | % Useful Life Remaining | Age Based Condition | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|---|------|-------------|-------------------------|---------------------|--|------|---|---------------------------------------|--------------------------------------|
| IBM eserver xSeries 236 (Admin Server) | 2005 | 5 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2017 | 56,000 |
| Records Management-Digital Warehouse | 2012 | 5 | 20% | 4 | 2 | 8 | based on life cycle | 2018 | 25,000 |
| GIS Computer - HP 2.33 GHz w/ PCIE Card | 2008 | 5 | 0% | 5 | 2 | 8 | based on life cycle | 2018 | 6,000 |
| Financial System Replacement-Servers | 2010 | 5 | 0% | 5 | 2 | 8 | based on life cycle | 2018 | 35,000 |
| Thermal Imaging Cameras | 2008 | 10 | 20% | 4 | 5 | 15 | 2020 to 2024 | 2018 | 6,000 |
| Sirsi Dynix Horizon Library Software | 2004 | 5 | 0% | 5 | 2 | 6 | based on life cycle | 2018 | 49,800.00 |
| Microfilm Reader w/ Epson 700 Printer | 2008 | 5 | 0% | 5 | 2 | 8 | based on life cycle | 2018 | 18,600.00 |
| Library Workcentre 7535 Photocopier | 2012 | 5 | 20% | 4 | 2 | 6 | based on life cycle | 2018 | 7,205.00 |
| IBM eServer Model Type 8480-2Ax | 2002 | 3 | 0% | 5 | 5 | 15 | 2020 to 2024 | 2018 | 30,000 |
| Dell Power Edge 1600 SC Server | 2003 | 3 | 0% | 5 | 5 | 15 | 2020 to 2024 | 2018 | 7,000 |
| Police Server 2011 | 2011 | 3 | 0% | 5 | 5 | 15 | 2020 to 2024 | 2018 | 20,000 |
| 2013 Police Server - HP S-Buy DL360p | 2014 | 3 | 33% | 3 | 5 | 15 | 2020 to 2024 | 2018 | 12,000 |
| 2013 Police Server - HP S-Buy DL360p | 2014 | 3 | 33% | 3 | 5 | 15 | 2020 to 2024 | 2018 | 12,000 |
| Police HP DL 360p Gen8 Server (2013) | 2014 | 3 | 33% | 3 | 5 | 15 | 2020 to 2024 | 2018 | 6,000 |
| Portable Radio Equipment | 2014 | 3 | 33% | 3 | 5 | 10 | 2020 to 2024 | 2018 | 65,000 |
| Pen Systems Inspector Software | 2002 | 5 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2018 | 10,000 |
| Building Inspection Software | 2010 | 5 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2018 | 16,000 |
| Parking Authority Computer S/W & H | 2013 | 5 | 40% | 3 | 2 | 6 | based on life cycle | 2018 | 9,000 |
| VM Server 1 - HP DL360 GEN9 | 2014 | 5 | 60% | 2 | 2 | 4 | based on life cycle | 2019 | 7,000 |
| VM Server 2 - HP DL360 GEN9 | 2014 | 5 | 60% | 2 | 2 | 4 | based on life cycle | 2019 | 7,000 |
| Server 3 - HP DL360 GEN9 | 2014 | 5 | 60% | 2 | 2 | 4 | based on life cycle | 2019 | 7,000 |
| Water Treatment Plant - Technology | 2008 | 7 | 0% | 5 | 5 | 5 | based on life cycle | 2019 | 400,000 |
| Digital Sewer Camera | 2014 | 5 | 60% | 2 | 2 | 2 | based on life cycle | 2019 | 15,000 |
| Digital Fuel Key Card System | 2014 | 5 | 60% | 2 | 2 | 8 | based on life cycle | 2019 | 10,000 |
| Financial System Replacement-Software | 2010 | 5 | 0% | 5 | 2 | 6 | based on life cycle | 2020 | 215,000 |
| Police Security System | 2015 | 5 | 80% | 1 | 5 | 5 | based on life cycle | 2020 | 120,000 |
| Cannon Camera | 2015 | 5 | 80% | 1 | 5 | 5 | based on life cycle | 2020 | 5,000 |
| Arena Sound System | 2003 | 10 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2020 | 30,000 |
| 3 Tablets | 2016 | 5 | 100% | 1 | 1 | 1 | based on life cycle | 2021 | 23,000 |
| SCADA Computer System (CP13) | 2014 | 7 | 71% | 2 | 5 | 10 | 2022 to 2026 | 2021 | 13,000 |
| Map Info - Mapping Computer Program | 1996 | 10 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2022 | 20,000 |
| SCADA Communications Upgrade | 2015 | 7 | 86% | 1 | 5 | 5 | based on life cycle | 2022 | 40,000 |
| Municipal Mitel Telephone System | 2014 | 10 | 80% | 1 | 2 | 2 | based on life cycle | 2024 | 428,000 |
| Evolution 5200HD Thermal Imaging Camera | 2014 | 10 | 80% | 1 | 5 | 10 | 2020 to 2024 | 2024 | 6,000 |
| Recreation Software | 2012 | 5 | 20% | 2 | 2 | 4 | based on life cycle | 2025 | 25,000 |

\$ 1,761,605

| Asset Class | Inventory | Replacement Value (2015 \$) |
|--------------------|------------------|------------------------------------|
| Vehicles | 99 | \$ 14,233,500 |
| Total | | \$ 14,233,500 |

| Asset Description | Year | Useful Life | % Useful Life Remaining | Condition Score | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|--|------|-------------|-------------------------|-----------------|--|------|---|---------------------------------------|--------------------------------------|
| John Deere Lawn Tractor & Snow Thrower | 2004 | 5 | 0% | 5 | 1 | 5 | based on life cycle | 2017 | 8,000 |
| 2008 Chevrolet Silverado | 2008 | 8 | 0% | 3 | 2 | 6 | based on life cycle | 2017 | 45,000 |
| Police Vehicle | 2010 | 2 | 0% | 5 | 5 | 25 | 2017 | 2017 | 35,000 |
| Police Vehicle | 2013 | 2 | 0% | 5 | 5 | 25 | 2017 | 2017 | 35,000 |
| Police Vehicle | 2014 | 2 | 0% | 5 | 5 | 25 | 2017 | 2017 | 35,000 |
| 2003 New Holland TC40 Tractor | 2006 | 2 | 0% | 5 | 1 | 5 | based on life cycle | 2017 | 50,000 |
| 2000 Chevrolet GM Pickup - Truck #5 | 2004 | 3 | 0% | 5 | 1 | 5 | based on life cycle | 2017 | 45,000 |
| 2002 Johnson Sweeper | 2002 | 10 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2017 | 375,000 |
| 2004 Chevrolet 2500HD Pickup#2 | 2004 | 7 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2017 | 30,000 |
| 2004 Chevrolet 2500HD Pickup#66 | 2004 | 7 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2017 | 60,000 |
| 2004 Chevrolet 2500HD Pickup #5 | 2004 | 7 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2017 | 30,000 |
| 2004 International Tandem DumpPlowSander | 2004 | 10 | 0% | 5 | 5 | 25 | 2017 | 2017 | 335,000 |
| 2004 International Single Axle Dump | 2004 | 10 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2017 | 245,000 |
| 1996 John Deere Backhoe/Loader 310D | 1996 | 10 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2017 | 170,000 |
| 2003 Chevrolet Silverado - Truck #2 | 2007 | 3 | 0% | 3 | 2 | 6 | based on life cycle | 2017 | 45,000 |
| 2008 Trackless - MT5T Tractor & Mower | 2008 | 10 | 10% | 5 | 2 | 10 | 2022 to 2026 | 2017 | 180,000 |
| 2009 Chevrolet Silverado (1 Ton) | 2008 | 7 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2017 | 125,000 |
| Mobiltrans Transit Bus | 2010 | 15 | 53% | 5 | 1 | 5 | based on life cycle | 2017 | 250,000 |
| 1998 Kubota Lawn Tractor | 1998 | 5 | 0% | 5 | 1 | 5 | based on life cycle | 2017 | 25,000 |
| 1995 Tanker - Freightliner 7000 Series | 1997 | 18 | 0% | 4 | 5 | 20 | 2015 to 2019 | 2018 | 280,000 |
| 1996 Rescue - GMC Top Kick CC70C Van | 1996 | 20 | 0% | 4 | 4 | 16 | 2015 to 2019 | 2018 | 180,000 |
| Police Vehicle | 2013 | 5 | 20% | 3 | 5 | 15 | 2020 to 2024 | 2018 | 55,000 |
| Police Vehicle | 2014 | 2 | 0% | 4 | 5 | 20 | 2015 to 2019 | 2018 | 30,000 |
| Police Vehicle | 2015 | 2 | 0% | 1 | 5 | 5 | based on life cycle | 2018 | 45,000 |
| 1994 Chevrolet Crew Cab | 1994 | 7 | 0% | 5 | 1 | 5 | based on life cycle | 2018 | 30,000 |
| 2000 Chevrolet Pickup | 2004 | 3 | 0% | 5 | 1 | 5 | based on life cycle | 2018 | 30,000 |
| Z-Master 48 Turbo Force Mower | 2009 | 5 | 0% | 5 | 1 | 5 | based on life cycle | 2018 | 12,000 |
| New Holland Tractor With Backhoe | 2009 | 5 | 0% | 5 | 1 | 5 | based on life cycle | 2018 | 25,000 |
| 2008 GMC Sierra 3/4 Ton Truck | 2009 | 6 | 0% | 5 | 1 | 5 | based on life cycle | 2018 | 30,000 |
| 1982 Homemade Trailer -New Paint Trailer | 1982 | 7 | 0% | 4 | 1 | 4 | based on life cycle | 2018 | 50,000 |
| 1982 Srec Trailer (Sewer Machine) | 1982 | 7 | 0% | 4 | 1 | 4 | based on life cycle | 2018 | 110,000 |
| 1994 Volvo Loader | 2002 | 2 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2018 | 225,000 |
| 2003 Massey Tractor M/481 w/ Laurin Cab | 2003 | 14 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2018 | 70,000 |
| 2006 Komatsu Wa250Pt Loader | 2007 | 10 | 0% | 3 | 2 | 6 | based on life cycle | 2018 | 225,000 |
| 2000 Chevrolet Pickup - 3/4 Ton | 2004 | 8 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2018 | 45,000 |

| Asset Description | Year | Useful Life | % Useful Life Remaining | Condition Score | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|--|------|-------------|-------------------------|-----------------|--|------|---|---------------------------------------|--------------------------------------|
| 2004 International Tandem DumpPlowSander | 2004 | 10 | 0% | 5 | 5 | 25 | 2017 | 2018 | 335,000 |
| 2006 International Tandem DumpPlowSander | 2005 | 10 | 0% | 5 | 5 | 25 | 2017 | 2018 | 335,000 |
| 1996 John Deere Loader M/544G | 1996 | 10 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2018 | 225,000 |
| 1997 Champion Grader M/740 | 1997 | 10 | 0% | 4 | 2 | 8 | based on life cycle | 2018 | 400,000 |
| 2004 John Deere M/6320 Tractor | 2004 | 10 | 0% | 3 | 2 | 6 | based on life cycle | 2018 | 175,000 |
| 1995 Home Utility Trailer | 1995 | 7 | 0% | 3 | 1 | 3 | based on life cycle | 2018 | 7,000 |
| 2003 Chevrolet Cube Van - Truck #4 | 2006 | 4 | 0% | 3 | 2 | 6 | based on life cycle | 2018 | 80,000 |
| John Deere 325 Garden Tractor | 2001 | 5 | 0% | 3 | 2 | 6 | based on life cycle | 2018 | 8,000 |
| 2009 Chevrolet Silverado (Ward 2) | 2009 | 7 | 0% | 5 | 2 | 10 | 2022 to 2026 | 2018 | 125,000 |
| 2011 Chevrolet Silverado | 2011 | 7 | 14% | 4 | 2 | 8 | based on life cycle | 2018 | 60,000 |
| Police Vehicle | 1999 | 5 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 30,000 |
| Police Vehicle | 2007 | 4 | 0% | 5 | 2 | 10 | 2020 to 2024 | 2019 | 30,000 |
| Police Vehicle | 2014 | 5 | 40% | 2 | 2 | 4 | based on life cycle | 2019 | 30,000 |
| 2007 Toro Sandpro 5040 & Attachments | 2007 | 5 | 0% | 5 | 1 | 5 | based on life cycle | 2019 | 23,000 |
| 2011 John Deere Mower | 2011 | 10 | 40% | 4 | 1 | 4 | based on life cycle | 2019 | 15,000 |
| 1990 JC Trailer | 1990 | 7 | 0% | 3 | 1 | 3 | based on life cycle | 2019 | 50,000 |
| 1997 Ford Cc D/T - One Tonne - Truck #1 | 1997 | 7 | 0% | 3 | 2 | 6 | based on life cycle | 2019 | 125,000 |
| 2000 Dynaweld Float (Rural) | 2000 | 7 | 0% | 3 | 2 | 6 | based on life cycle | 2019 | 50,000 |
| 2006 International Tandem DumpPlowSander | 2005 | 10 | 0% | 4 | 5 | 20 | 2017 to 2021 | 2019 | 335,000 |
| 2007 GMC Sierra | 2007 | 7 | 0% | 4 | 2 | 8 | based on life cycle | 2019 | 45,000 |
| 2008 Chevrolet Silverado - Truck #3 | 2008 | 7 | 0% | 2 | 2 | 4 | based on life cycle | 2019 | 40,000 |
| 2009 Chevrolet Express Cargo Van | 2008 | 7 | 0% | 3 | 2 | 6 | based on life cycle | 2019 | 45,000 |
| 2012 Dodge Ram | 2012 | 7 | 29% | 3 | 2 | 6 | based on life cycle | 2019 | 125,000 |
| 2014 Chevy Transit Bus | 2014 | 15 | 80% | 4 | 1 | 4 | based on life cycle | 2019 | 250,000 |
| 2014 Chevy Transit Bus | 2014 | 15 | 80% | 4 | 1 | 4 | based on life cycle | 2019 | 250,000 |
| 2000 Rescue - Ford Van F550/V8 | 2000 | 20 | 15% | 3 | 4 | 12 | 2020 to 2024 | 2020 | 180,000 |
| Police Vehicle | 2015 | 5 | 60% | 1 | 5 | 5 | based on life cycle | 2020 | 30,000 |
| 2007 Chevrolet Silverado (Dump Box) | 2007 | 7 | 0% | 5 | 1 | 5 | based on life cycle | 2020 | 50,000 |
| 1991 Ford Tractor | 1991 | 5 | 0% | 5 | 1 | 5 | based on life cycle | 2020 | 50,000 |
| 1996 Polaris ATV | 1996 | 5 | 0% | 5 | 1 | 5 | based on life cycle | 2020 | 20,000 |
| 2010 Zamboni Model 525 | 2010 | 10 | 30% | 3 | 1 | 3 | based on life cycle | 2020 | 90,000 |
| 2010 Chev Silverado s/n 239897 | 2010 | 7 | 0% | 3 | 1 | 3 | based on life cycle | 2020 | 26,000 |
| 2010 GMC Sierra s/n 117161 | 2010 | 7 | 0% | 4 | 1 | 4 | based on life cycle | 2020 | 38,000 |
| Lawn Mower | 2015 | 5 | 60% | 1 | 1 | 1 | based on life cycle | 2020 | 20,000 |
| 2008 International 7600 Dump/Plow #9 | 2007 | 10 | 0% | 4 | 5 | 20 | 2017 to 2021 | 2020 | 340,000 |

| Asset Description | Year | Useful Life | % Useful Life Remaining | Condition Score | Consequence of Failure (1 = low, 5 = high) | Risk | Timing of First Replacement-Based on Risk | Estimated Timing of First Replacement | Replacement Value Estimate (2015 \$) |
|---|------|-------------|-------------------------|-----------------|--|------|---|---------------------------------------|--------------------------------------|
| 2008 International 7600 Dump/Plow #3 | 2007 | 10 | 0% | 4 | 5 | 20 | 2017 to 2021 | 2020 | 340,000 |
| 2008 International 7600 Dump/Plow #12 | 2007 | 10 | 0% | 4 | 5 | 20 | 2017 to 2021 | 2020 | 340,000 |
| 1999 Volvo Loader | 2004 | 5 | 0% | 3 | 2 | 6 | based on life cycle | 2020 | 225,000 |
| Skid Steer/Backhoe Equipment #72 | 2010 | 7 | 0% | 3 | 2 | 6 | based on life cycle | 2020 | 100,000 |
| 2011 Chevrolet Aveo | 2011 | 5 | 0% | 3 | 1 | 3 | based on life cycle | 2020 | 20,000 |
| 2011 Kubota ATV & Trailer | 2011 | 10 | 40% | 2 | 2 | 4 | based on life cycle | 2021 | 20,000 |
| 2013 Grand Caravan SE | 2013 | 8 | 50% | 2 | 1 | 2 | based on life cycle | 2021 | 30,000 |
| 2000 Zamboni Ice Resurfacers S/5204246 | 2000 | 10 | 0% | 5 | 1 | 5 | based on life cycle | 2021 | 90,000 |
| 1988 John Deere 690D LC (Rural Excavator) | 2000 | 7 | 0% | 2 | 2 | 4 | based on life cycle | 2021 | 300,000 |
| 2002 Pumper/Tanker - Freightliner FL80 | 2002 | 20 | 25% | 3 | 5 | 15 | 2020 to 2024 | 2022 | 320,000 |
| Fire Safety House Trailer | 2012 | 10 | 50% | 2 | 1 | 2 | based on life cycle | 2022 | 7,000 |
| 2005 Ventrac 4200 VXD Tractor Unit | 2005 | 5 | 0% | 5 | 1 | 5 | based on life cycle | 2022 | 28,000 |
| 2011 Chevrolet Silverado W/T | 2011 | 7 | 14% | 2 | 2 | 4 | based on life cycle | 2022 | 45,000 |
| 2013 John Deere 544K | 2012 | 10 | 50% | 2 | 2 | 4 | based on life cycle | 2022 | 225,000 |
| 2013 GMC Savana Van | 2012 | 7 | 29% | 3 | 2 | 6 | based on life cycle | 2022 | 35,000 |
| 2015 GMC Sierra 2500 4x4 Pick up Truck | 2015 | 7 | 71% | 1 | 1 | 1 | based on life cycle | 2022 | 60,000 |
| 2013 GMC Sierra W/T Pickup | 2013 | 7 | 43% | 2 | 1 | 2 | based on life cycle | 2023 | 27,000 |
| 2016 Dodge Journey | 2016 | 8 | 88% | 1 | 2 | 2 | based on life cycle | 2024 | 22,500 |
| 2014 Dodge Ram 2500 ST | 2014 | 7 | 57% | 2 | 1 | 2 | based on life cycle | 2024 | 35,000 |
| 2014 Chev Silverado W/T | 2013 | 7 | 43% | 1 | 2 | 2 | based on life cycle | 2024 | 45,000 |
| 2014 Tandem Plow International Workstar | 2014 | 10 | 70% | 1 | 2 | 2 | based on life cycle | 2024 | 335,000 |
| 2005 Chevrolet Kodiak C5500 Mini Pumper | 2005 | 20 | 40% | 3 | 5 | 15 | 2020 to 2024 | 2025 | 185,000 |
| 2005 Chevrolet Kodiak C5500 Pumper | 2005 | 20 | 40% | 3 | 5 | 15 | 2020 to 2024 | 2025 | 185,000 |
| 2007 Nand Trailer (Generator Separate) | 2007 | 7 | 0% | 1 | 2 | 2 | based on life cycle | 2025 | 180,000 |
| 2008 Dependable/Crimson Aerial Platform | 2009 | 20 | 60% | 2 | 3 | 6 | based on life cycle | 2029 | 1,750,000 |
| 2010 Station 3 Tanker | 2010 | 20 | 65% | 2 | 5 | 10 | 2020 to 2024 | 2030 | 280,000 |
| 1997 Miska Trailer | 1997 | 7 | 0% | 5 | 1 | 5 | based on life cycle | 2030 | 12,000 |
| 2011 Pumper Truck - International | 2011 | 20 | 70% | 2 | 5 | 10 | 2020 to 2024 | 2031 | 470,000 |
| 2012 Pumper Truck - International | 2012 | 20 | 75% | 2 | 5 | 10 | 2020 to 2024 | 2032 | 470,000 |
| 2016 Spartan Pumper | 2016 | 20 | 95% | 1 | 5 | 5 | based on life cycle | 2036 | 480,000 |

\$ 14,233,500